GENERAL PLAN

for the

CITY OF MT. SHASTA AND VICINITY
SISKIYOU COUNTY, CALIFORNIA

City planning Mt. Shasta

CERTIFICATION

I do hereby certify that the foregoing is a true Copy of the Original General Plan Text

Dorothy Beale
Deputy City Clerk

Mt. Shasta, Planning commission.

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MT. SHASTA GENERAL PLAN

I. INTRODUCTION

This General Plan for the City of Mt. Shasta is adopted to provide a long range guide for the development and growth of the City and its surrounding area. This plan has tried to balance social, economic and environmental factors to achieve the maximum total benefit for the community.

This General Plan is presented as one document that is comprised of seven related, yet independent, elements. The Land Use and Circulation Elements are the primary elements that will serve as a comprehensive guide for public and private investment and development. The other elements (Housing, Conservation, Open Space, Safety, and Noise) address themselves to specific problems that must be considered when guiding growth. The policies and recommendations of these elements have contributed substantially to the Land Use and Circulation Elements.

To achieve the goals set forth in this General Plan corrective and preventive methods must be followed. Goals are reached by methods translated into actions, with the General Plan outlining and guiding those actions.

Being a long term guide for the future, the translation of the Plan into action will be accomplished by community leaders in various decisions over a succession of years. Furthermore, human beings are subject to change of wants and desires. Since people are the basis of a community, the community will change accordingly.

Although the General Plan is designed for the next twenty years, it cannot become a static thing, but must change to meet varying conditions. It is imperative that as far as the City of Mt. Shasta is concerned, the City Council and Planning Commission keep the Plan alive by periodic review and adjustments when new conditions require. Similarly, the Board of Supervisors and Planning Commission of Siskiyou County must take comparable action within the areas under their jurisdiction.

This General Plan for the City of Mt. Shasta and vicinity consists of a map and supplemental details, and is predicated on basic data, all of which are contained hereafter.

II. BASIC INFORMATION

A. Historical Background

During the 1850's the settlement of Strawberry Valley occured along the Central California-Oregon Trail. In 1886 the Pacific Improvement Company laid out a townsite which came to be known as the Town of Sisson, after H.J. Sisson an early settler. On May 31, 1905 the Town of Sisson was incorporated as a Sixth Class City under the General Laws of the State of California. By 1925, the name of the City had been changed from Sisson to Mt. Shasta. From its early beginnings, the City has developed as a center of lumber and recreation industries. Situated at the base of Mount Shasta, the City is served by the main North-South Highway and rail links between California and Oregon. Because of its particular location it is well situated to serve the needs of recreationalists in the Shasta-Cascade Wonderland, and with the nearby Mt. Shasta Ski Bowl, it is equipped to meet the requirements for year-round recreation.

B. The Planning Area

The Planning Area of about 30 square miles includes lands within the City of Mt. Shasta's limits and the unincorporated area surrounding. Generally the Planning Area is bounded on the west by the steeper terain forming the west side of the valley. This boundary also defines the limits of timberland from the valley's agricultural lands. Similarly to the east, but less sharply defined, the boundary of the Planning Area defines the limits of urban growth from the timberlands extending toward Mount Shasta. The north limits of the area generally is the divide that separates the watersheds of the Sacramento and Klamath (Shasta Branch) Rivers. The south boundary of the area being the northerly extent of the influence of the City of Dunsmuir and not distinguised by topographic features.

C. Population Projections

Although not having a spectacular growth, the Planning Area has shown significant increases in the decades since 1930. It is significant to note that the City of Mt. Shasta showed considerable growth from 1930 to 1950 (93%), but during the last two decades the population of the City has grown only 12%. The population projection given in the table below was prepared to show the relationship of the estimated growth of Siskiyou County, the Planning Area (listed as township), and the City of Mt. Shasta in comparison with the growth expected within the state.

Population Projections

	1975	1980	1985	1990	1995
STATE	22,608,000	25,574,000	28,297,000	30,944,000	33,777,000
COUNTY	34,200	35,700	37,900	40,000	43,000
TOWNSHIP	4,100	4,400	4,800	5,100	5,800
CITY	2,510	2,880	3,220	3,610	4,000

D. Existing Land Use

a. Within the City

A map on page A shows the 1973 existing land use. The following page contains a table that shows existing land use within existing zoning districts.

The majority of the developed land is being used for residential purposes (294.6 acres or 40% of all developed land). This predominate use is concentrated in three general areas. The most noticeable area is the entire eastern portion of the City. This area is bounded on the north by Shasta Avenue and on the south by Old McCloud Road. It is bisected by Washington Drive. The City's most suburbanized area is the northern contingent of the area. East of Washington Drive between McCloud Avenue and Rockfellow Drive are generally large lot (1 acre plus) single family residents that have been constructed in the last 10 years, West of Washington Drive from Russell to the Old McCloud Road are single family residents on small lots. Many of these homes were constructed prior to 1940.

The second residential area is south of Alpine Street between Mt. Shasta Boulevard and the Southern Pacific Railroad. This area extends to the southern end of Oak Street. With a few exceptions, this area generally has older homes that are in need of some general improvements.

The third and smallest residential area is between the freeway and Pine Street, from Field Street to just north of West Lake Street. Most of the homes are 20 to 35 years old and have been well maintained.

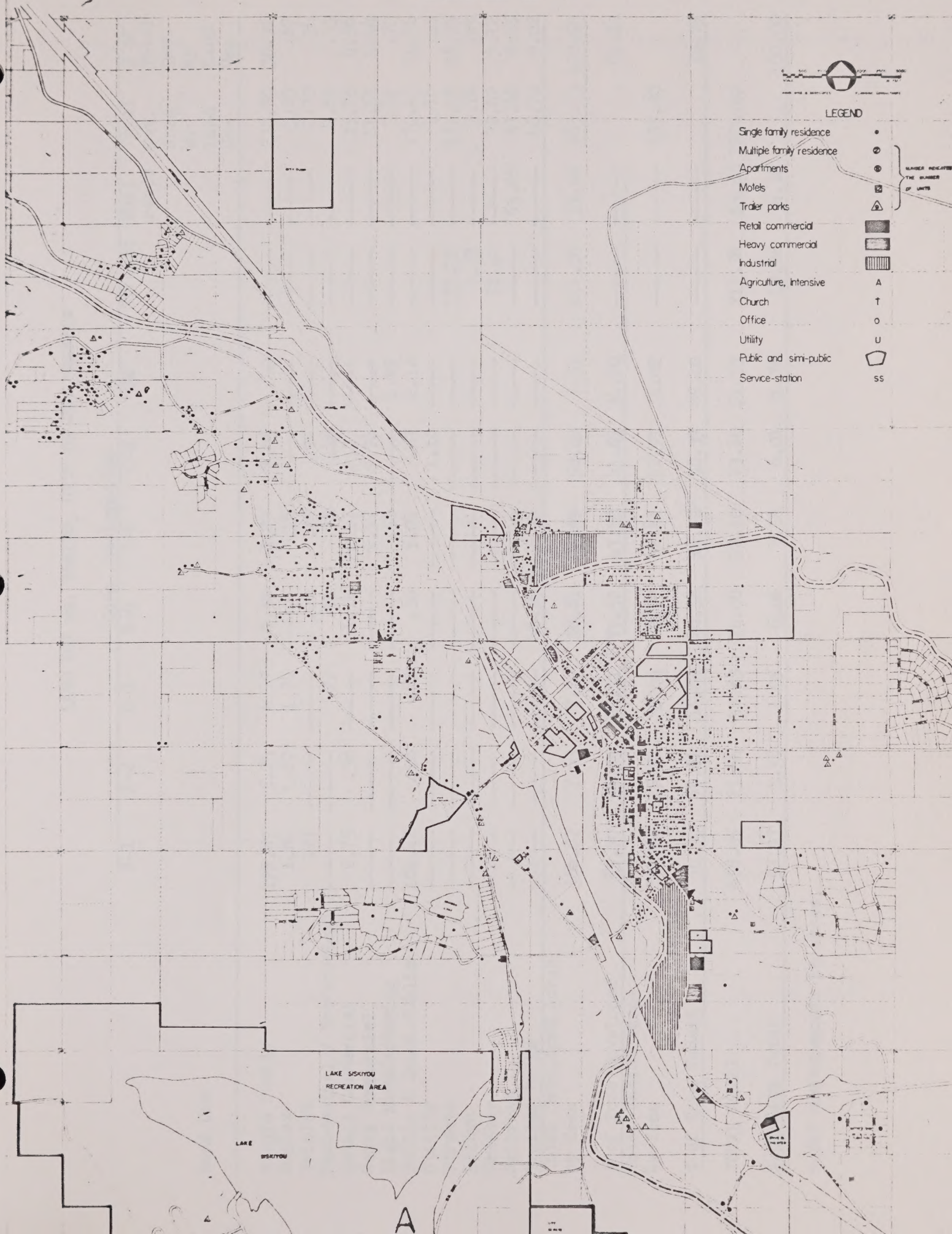
There are two trailer parks in the City. The one in the northern portion is used by the recreational vehicles visiting the area. The second park is located just west of Interstate 5 (I5) in the southern portion of the City. This park is occupied by mobile homes that are used for year-round residents.

There is no definate grouping or pattern of multiple family structures established with the City. The multiple family residents accounted for only 3.5% of the developed residential land. While the single family residential use accounted for 80.3% and the trailer parks for 16.2%.

Commercial activity is concentrated in three general areas. The first area is mainly comprised of retail commercial businesses. It is approximately seven square blocks along Mt. Shasta Boulevard and Chestnut Street from Jessie Street to McCloud Avenue. The second area is along West Lake Street. Most of these businesses are highway oriented. The other commercial area is a strip along South Mt. Shasta

CITY OF MT. SHASTA & VICINITY

EXISTING LAND USE



LAND USE vs. ZONING, CITY OF MT. SHASTA*

Land Use	Zone Designation R-1	R-2	R-3	R-4	C-1	C-2	CM	Streets	Rail roads	Total Dev. Area by Land Use	% of Total Dev. by Land Use
Single Family	199.89	5.24	4.97	9.36	8.89	8.05	.40	------	------	236.80	30.31
Duplex	1.84	1.87	1.34	------	.18	------	-----	------	------	5.23	.67
Triplex	.97	------	------	.40	.35	.98	-----	------	------	2.70	.34
Residential / Professional	------	------	.29	.91	.96	.46	-----	------	------	2.62	.33
Retail Commercial	2.75	.36	------	1.14	22.17	9.33	-----	------	------	35.75	4.56
Heavy Commercial	------	------	------	------	1.57	9.94	-----	------	------	11.51	1.44
Light Manufacturing	------	------	------	------	.50	------	4.99	------	------	5.49	.70
Public & Quasi-Public	161.42	.16	.59	.30	5.07	.57	2.12	------	------	170.23	21.76
Utility	------	------	------	------	------	1.16	-----	------	------	1.16	.15
Streets	------	------	------	------	------	------	-----	131.18	------	131.18	16.75
Alleys	------	------	------	------	------	------	-----	7.78	------	7.78	.99
Freeway	------	------	------	------	------	------	-----	72.42	------	72.42	9.12
Railroad	------	------	------	------	------	------	-----	------	53.66	53.66	6.85
Trailer Parks	------	------	------	46.70	------	------	-----	------	------	46.70	6.02
Total Developed Acres by Zone	366.87	7.63	7.19	58.81	39.69	30.49	7.51	211.38	53.66	783.23	100.00
% of Zone Developed	55.70	32.39	55.91	79.52	43.10	41.61	34.90	------	------		64.01
Total Vacant Acres by Zone	291.18	15.91	5.64	15.19	52.41	42.91	14.02	------	------	437.26	
% of Zone Vacant	44.30	67.61	44.09	20.48	56.90	58.39	65.10	------	------		35.99
TOTAL ACRES	658.05	23.54	12.83	74.00	92.10	73.40	21.53	211.38	53.66	1220.49	
% of City Total	53.97	1.95	1.05	6.06	7.54	6.01	1.76	17.28	4.38		100.00

* All measurements in acres.

Boulevard. It extends from McCloud Avenue to approximately ¼ mile south of Old McCloud Road. It is comprised of both retail and general commercial businesses and highway oriented businesses.

Commercial services and professional offices are scattered through the seven block commercial area and in a small area adjacent to the hospital on South "A" Street.

There is no heavy industrial land uses within the City. There is some light manufacturing on the west side of South Mt. Shasta Boulevard at the present City limits. There is also some warehousing and general commercial uses along Ream Avenue adjacent to the Southern Pacific Railroad tracks. The total acreage for the above uses is less than 20 acres.

Public and quasi-public land uses includes State, County, and City Offices, a Hospital, Post Office, City/County Library, City Corporation Yard, a High School, two Elementary Schools, District/City Fire Station and Headquarters for the National Forest Lands that surround the area. A site has been chosen and prepared for a new hospital which should be completed by 1976. Expansion of the Post Office will be necessary but no site has as yet been chosen. All other facilities can be expanded in their present sites to adequately serve the projected 1995 population. There is also a total of 183.7 acres of open space on which is located a youth baseball field, city park, and other recreational facilities associated with the schools.

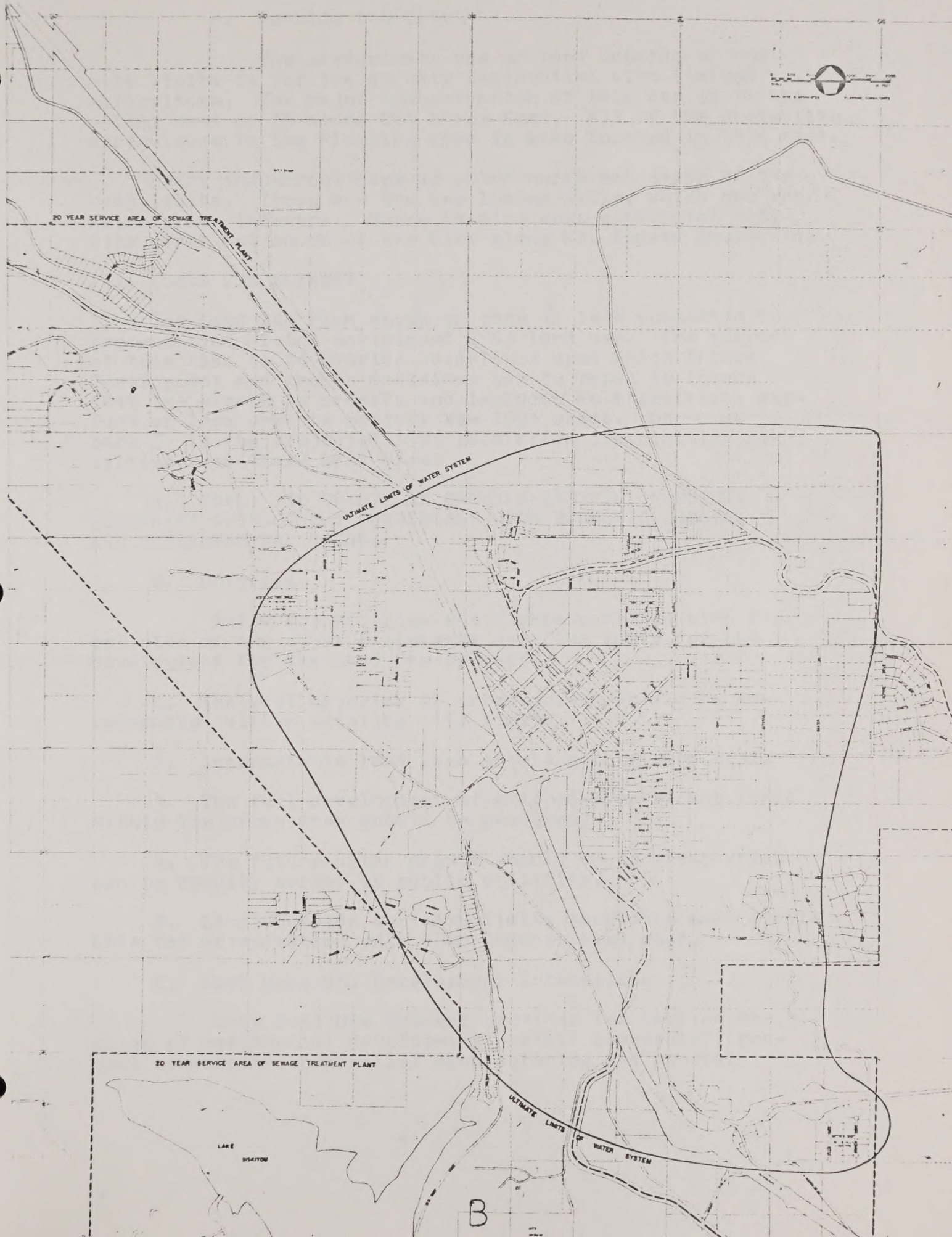
The map on page B shows the ultimate practical limits of the extension of water services presently provided by the City. Also shown is a 20 year service area of the proposed sewage treatment plant. The present Land Use Plan does not project population densities that would require more elaborate facilities than individual water and waste disposal systems beyond the limits shown on the map. The County has contracted to provide and maintain adequate solid waste facilities for the City.

The Planning Area is within the service area of Pacific Telephone Company and the Pacific Power and Light Company. If the resources are available, it can be reasonably expected that telephone service and electricity will be provided within the normal operating practices set forth by the Public Utilities Commission of the State of California. Other forms of energy are provided on an individual basis, however; in a few areas of the center of the City limited supplies of gas by mains are available.

There is approximately 437 acres of vacant and undeveloped land within the City limits. How this land is used will be the primary factor in determining the quality of the City in years to come.

CITY OF MT. SHASTA & VICINITY

UTILITY SERVICE LIMITS



b. Outside the City

The predominate use of land outside of the city limits is for low density residential with limited agriculture. The major concentration of this use is in the valley west of I5 along Old Stage Road. All of the productive agriculture in the Planning Area is also located in this area.

Heavy industrial uses do exist north and south of the city limits. These are the two lumber mills, which are the areas prime industry. There is also some commercial activity north and south of the City along Mt. Shasta Boulevard.

III. LAND USE ELEMENT

The Land Use Plan shown on page C is a schematic representation of the envisioned 1995 land use. The purpose of this Plan is to provide Guidelines upon which future development and growth decisions can be based to insure that the growth is orderly and includes an appropriate mixture of land uses to satisfy the 1995 needs. Shown on page D is the projected 1995 population distribution resulting from those Land Uses.

A. GOAL: TO CREATE AN ORDERLY PATTERN OF FUTURE COMMUNITY DEVELOPMENT CONSISTENT WITH ECONOMIC, SOCIAL AND ENVIRONMENTAL NEEDS.

B. Policies

Below are policies which when combined with the policies of the other 6 elements were the basis for the development for the Land Use Element.

1. The vast majority of urban growth should be accommodated within existing city limits.

2. Incompatable land uses should not be permitted.

3. The full development of skipped-over vacant lands within the urban area should be promoted.

4. The future urban growth should be in areas which can be readily served by public utilities.

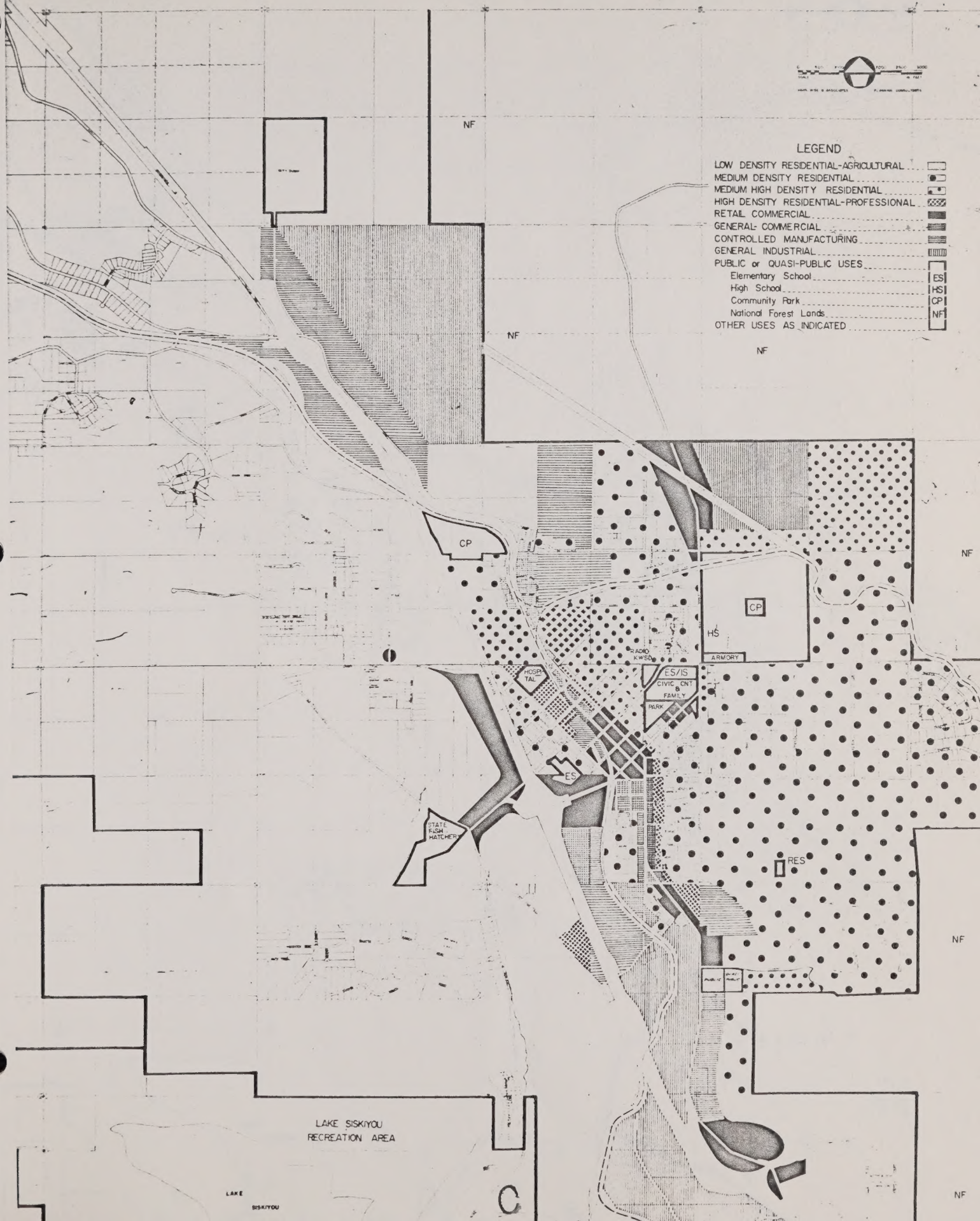
5. Lands outside the city limits should be made available for urbanization only upon demonstrated need.

C. Land Uses and Development Intensities

This Land Use Element provides for varying degrees of residential development, retail commercial, general commercial, controlled manufacturing and general

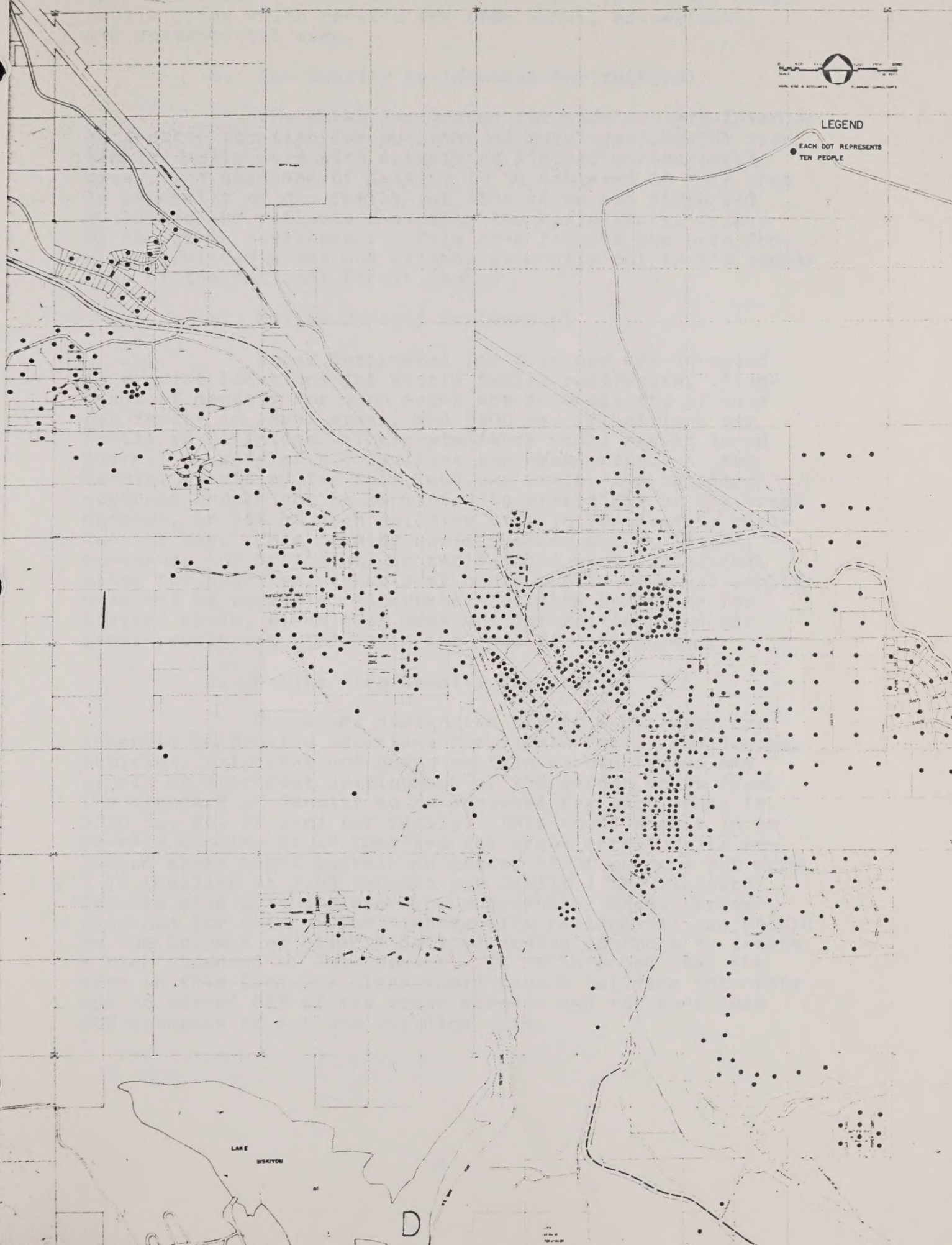
CITY OF MT. SHASTA & VICINITY

LAND USE PLAN



CITY OF MT. SHASTA & VICINITY

ESTIMATED POPULATION DISTRIBUTION 1995



industrial uses. This plan also outlines public and quasi-public areas which provide for open space, educational, and governmental uses.

a. Low Density Residential-Agricultural

The areas designated for such use are intended to provide location for suburban or rural residential type single family uses with associated limited agricultural uses. The standard of density to be achieved in this area is generally of one family per five acres and dispersed buildings and reflects basically the agricultural fringe of the urban development. This area fringes the more densley populated areas and extends generally out to the boundries of the National Forest Lands.

b. Medium Density Residential

Areas designated for this use are intended to provide locations for single family residences. Standards of density for such areas are 6000 sq. ft. of land per family in level areas, and 7500 sq. ft. of land per family on hillsides. These standards would result in an overall density of 4.8 families per gross acre. At the density specified for this land use class, the building coverage should not be permitted to exceed 28% of the gross acreage, or 40% of each building site in low density residential use. This density would include all buildings, accessory or incidental to residential use. Individual sites for churches, schools or other public or quasi-public uses may be permitted at greater building intensity for limited areas, since such uses are intermittent and not continuously occupied as in the case of dwellings.

c. Medium High Density Residential

The areas designated for this category are intended to provide locations for single family residences, duplexes, triplexes and under certain circumstances may permit an apartment development of the garden court type. The standard of density to be achieved for such areas is 3000 sq. ft. of land per family. This would result in an average density of 12 families per gross acre. While selected areas might contain an excess of 36 persons per acre (12 families at 3.03 persons per family) the standard density should be met over any substantial area. Areas proposed for this medium high density residential use should be the subject of clearly defined zoning controls to insure a high standard of development. It is intended that the area in this Land Use Class would have a building intensity not to exceed 48% of the gross acreage and not more than 60% coverage of any one building site.

d. High Density Residential-Professional

This Land Use Class provides places for all of the uses provided for in the previous Medium High Density Residential Land Use Class, and in addition, would permit transient residential uses (hotels, motels, mobile home parks), mortuaries and professional office uses, subject to limitations of a carefully designed and thought-out zoning plan as to the appropriatness of the location for the particular types of uses. The standard of population density is to be maintained at 15 families per net acre on an overall basis. Where professional offices occur, areas may fall considerably below this density. There shall be not less than 1500 sq. ft. of land site area for each dwelling unit in any semi-permanent residential use and in mobile home parks. Transient uses, such as motels should provide at least 500 sq. ft. of land per family unit. In this Land Use Class, building intensity should not exceed 60% of the site area and off-street parking should be required.

e. Commercial

The retail commercial areas provide places for, but are not limited to business and office use, general retail outlets, restaurants, professional offices, and other business offices. In some instances outdoor sales may be provided; however, in general, business operations are to be conducted within buildings. Off-street parking is to be provided on a /-/ ratio, and a limited amount of space should be provided for landscaping or other open areas. In the central business areas it may be necessary for a group, or some public agency, to provide centralized parking facilities, because of existing buildings or property lines established under earlier subdivision patterns. The general commercial areas will not only provide for retail outlets, but also the heavier service uses such as, automobile repairs shops, fabricating uses and other facilities serving the traveling public. In addition, these areas may be occupied by wholesale and warehouse uses serving retail outlets and manufacturing and industrial operations.

In providing areas for off-street parking, driveways, open spaces and landscaping, the building intensity standard will be established at approximately 33% coverage of net acreage or 26% of gross acreage. When residential uses exist the density should be in accordance with those of the High Density Residential-Professional Land Use Class.

f. Controlled Manufacturing

This Land Use Classification is intended to provide areas for warehousing, wholesaling, fabricating, component assembly, small parts manufacturing and processing,

electronic assembly, research activities and other limited manufacturing uses. This Land Use Classification is intended to provide locations for high value plants that will be operated in such manner as not to disturb nearby residential areas. Furthermore, the uses established in this Land Use Class should have no external evidences that may in any way be of disturbance to other plants located nearby.

The building intensity of this Land Use Category should not exceed 33% of the site area, the balance of such site area being diverted to off-street parking and loading areas, and landscaping. Since seperation of industries to eliminate disturbance from one to the other is of importance, the maintenance of significant areas of open space between individual plants is paramount. In the utilization of this Land Use Category, significant zoning controls will need to be adopted in order to maintain the integrity of the district and assure the suitability of occupancies established in it. Appropriate in such zoning controls are Performance Standards, limiting to a substantial degree any disturbing factors which may originate from such users.

g. General Industrial

This area is to be devoted to basic manufacturing, in which such industries as saw milling and other heavy types of industrial use would be appropriately located. As the basic raw material of the County is wood, it is expected that lumber manufacturing will be the most important element of the general industrial picture. However, remanufacturing plants, which may become customers of the present basic industrial operations, are potential.

In general, the building intensity for the general industrial areas should be the same as in the Controlled Manufacturing area. However, because of the nature of the individual basic industrial operations, variation must be considered so that the final result is achieved over a broad area of land.

h. Public and Quasi-Public Uses

Much of the public and quasi-public lands are being used for recreational uses. These include; Lake Siskiyou in the Western portion of the Planning Area, The City Park, and neighborhood parks adjacent to the elementary schools. There are also extensive recreational facilities located at the High School.

A Civic Center site is projected for in the vicinity of Sisson Elementary School. There should be no need for this center within the next 20 years; therefore, the land will be preserved as open space with a developed family park that will become part of the Civic Center. This location is situated centrally for the entire planning area

and is well suited to serve the City, particularly in light of the street projections contained within the Circulation Element (this location would be situated between two major east-west streets).

Presently there are three schools within the City. The High School located in the north-east portion of the city has made adequate provisions for expansion. The Mt. Shasta Elementary School on Cedar Street no longer has room to expand; thus any expansion to the Elementary School System will take place adjacent to Sisson Elementary School.

IV. CIRCULATION ELEMENT

The general well-being of a modern day city is dependent upon its ability to transport people and goods within and through the urbanized area efficiently and safely.

Mt. Shasta, like many cities of its size and character, is primarily dependent upon its network of streets and highways, and the automobile to facilitate movement of people. The railroads combined with trucking companies serve as the predominant carriers of freight and commodities into and away from the Mt. Shasta Area.

A. Purpose

The Circulation Element contained herein has recommendations in detail for the development of a circulation system that will have the ability to transport people and goods within the planning area, and into and out of the area efficiently and safely.

This Circulation Element will provide a guide for the improvement of existing streets and roads and the development of future streets and roads designed to serve anticipated traffic volumes arising from uses of land projected in the Land Use Element.

This element is based upon studies of projected land use, the existing street and highway system, present traffic volumes, estimated future population distribution, local transportation trends and the topographic features within the planning area.

B. GOALS

To be effective a Circulation Element must provide:

1. SAFE AND EASY ACCESS TO AND FROM THE VARIOUS AREAS OF LAND USE EXISTING OR PROJECTED IN THE LAND USE ELEMENT.

2. THE MEANS FOR PERSONS RESIDING IN THE PLANNING AREA TO MOVE FREELY INTO AND OUT OF THE AREA.

3. THE MEANS FOR THROUGH TRAFFIC TO FLOW SMOOTHLY AND RAPIDLY THROUGH THE PLANNING AREA.

4. A STREET AND ROAD SYSTEM THAT WILL EXCLUDE HEAVY TRAFFIC FROM RESIDENTIAL NEIGHBORHOODS.

5. A SYSTEM THAT ALLOWS CAPITAL AND OPERATING COSTS TO BE MINIMIZED.

6. A SYSTEM THAT PROMOTES SOUND LAND DEVELOPMENT PRACTICES.

7. ADDITIONAL MODES OF TRANSPORTATION TO INSURE THAT ALL AGE SEGMENTS ARE CONSIDERED.

C. Transportation and Circulation Policies

1. To provide all residential areas with similarly designed street, appropriate for the streets anticipated use and in compliance with safety standards, including; adequate curbs, sidewalks, lighting and traffic signs.

2. To discourage the use of residential streets as arterials when other reasonable alternatives exist or can be developed.

3. To provide recreation and urban oriented bikeway systems, as a safe and ecologically beneficial transportation mode.

4. To encourage private individuals to establish some type of personalized public transportation.

5. To insure that all railway crossings are signed, signalled and gated or closed, to adequately protect pedestrian and automobile traffic.

6. To preserve and protect scenic corridors within the city, and to work with the county to establish a local scenic route.

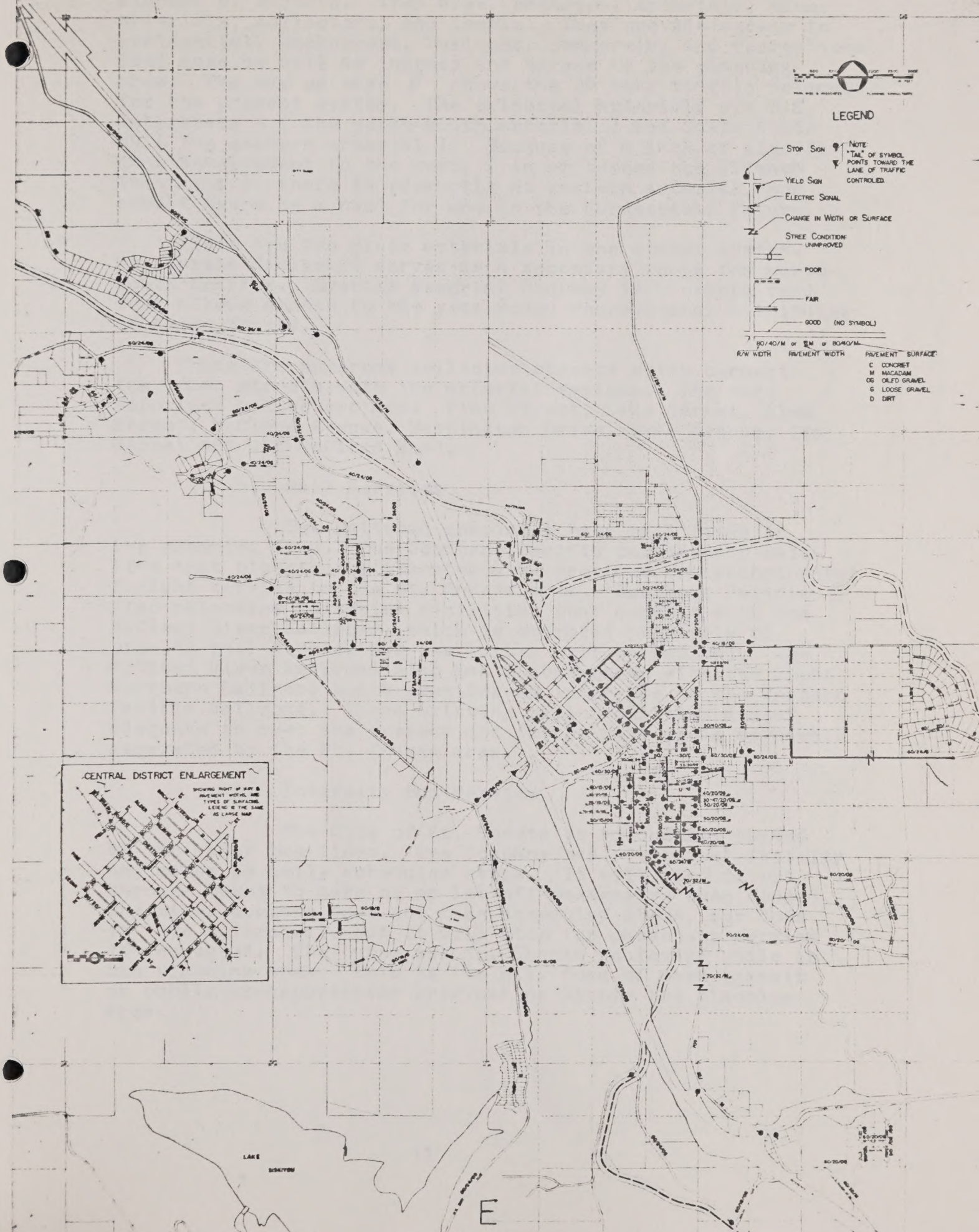
D. Existing Circulation and Transportation Modes

a. Street and Highway System

A map on page E shows the present street system in the City of Mt. Shasta. The system is based on a grid pattern that was developed adjacent to Old Highway 99, which is now Mt. Shasta Boulevard. Historically, the early growth along Highway 99 was in a concentrated form which resulted in a compact street pattern. With the subsequent outward growth of the city, the street pattern in the newer sections of the city is one of wider spaced roads and streets with large areas of unimproved lands intervening.

CITY OF MT. SHASTA & VICINITY

TRAFFIC AND STREET SYSTEM INVENTORY



The street and highway system is comprised of four classes of streets. They are: principal arterials, minor arterials, collectors, and locals. They provide access to residential, employment, business, commercial and recreational land uses as well as ingress and egress to the planning area. The map on page F shows the 24 hour traffic volumes for the present system. The principal arterials are U.S. Interstate 5 (the north-south arterial) and State Route 89 (the eastern arterial). Because of a lack of significant development to the west, (in or beyond the Klamath Mountains), there is presently no western arterial, nor should there be a need for one in the foreseeable future.

There are two minor arterials in the street system. Mt. Shasta Boulevard serves as a secondary route for north-south traffic. Everitt Memorial Highway is a county road that allows access to the year-round recreational attributes of Mount Shasta.

There are numerous collector streets which connect the local streets with the arterial systems. The more important collectors are: Pine Street, Lake Street, Alma Street, McCloud Avenue, Washington Drive, Ream Avenue, Ida Street and Old McCloud Road.

b. Rail Services

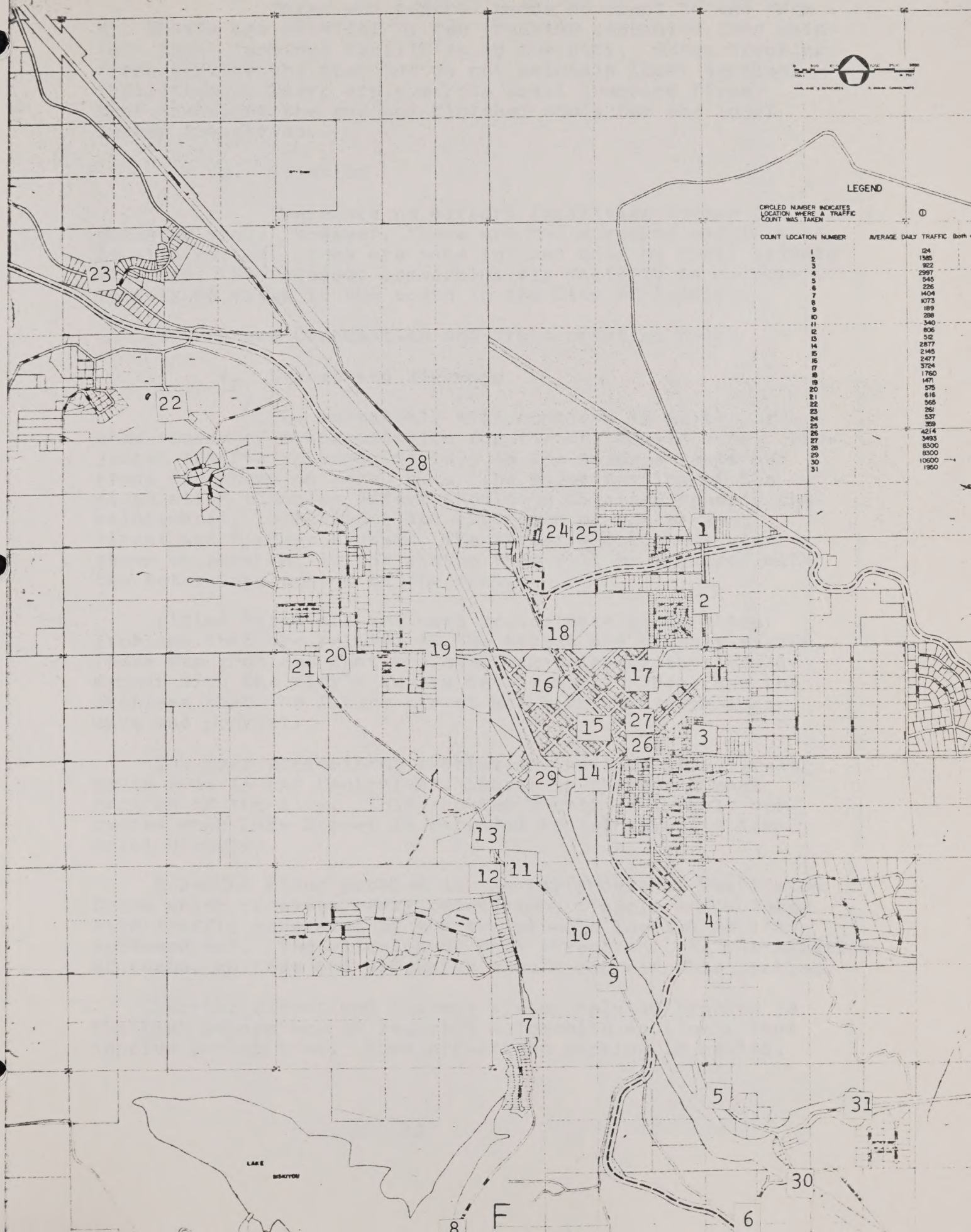
Two railroad companies have rail lines in the planning area. The Southern Pacific north-south mainline that bisects the planning area provides transcontinental freight service to the Mt. Shasta area. Southern Pacific also maintains switching facilities that connect with the McCloud River Railroad, which is operated primarily to provide rail service for the lumber mill in McCloud. The McCloud River Railroad also has a connection with the Great Northern Railroad which provides an inter-tie to the Western Pacific Railroad. These existing rail facilities appear adequate to meet the present and future rail goods movement, generated by the Mt. Shasta area.

c. Intercity Bus Service

The City of Mt. Shasta is adequately served by two major bus lines. One company has a terminal facility and makes 14 daily scheduled stops. It will also divert through buses to take on or let off passengers when needed. The other company does not make scheduled stops, nor does it have a terminal, but it will stop for passenger service if requested. The buses use Mt. Shasta Boulevard while in the planning area. This is the only form of mass transit or public transportation originating within the planning area.

CITY OF MT. SHASTA & VICINITY

24 HOUR TRAFFIC VOLUME



d. Intercity Trucking and Local Freight Service

Cargo and general goods movement to and from Mt. Shasta are provided by two trucking companies that maintain local terminal facilities in the city. Other trucking firms service the area but do not maintain local terminal facilities. There are numerous small trucking firms that transport the raw and finished goods for the local lumber industries.

e. Aviation

There are no airport facilities within the planning area; however, there are two airports within a 15 mile radius. They are made for and used by small private aircraft. The closest commercial air facility is approximately 60 miles to the south in the City of Redding.

E. Future Circulation and Transportation Modes

a. Street and Highways

The automobile will continue to be the primary source of transportation for the Mt. Shasta area. Projected traffic volumes for 1995 on the major streets and roads are shown on page G . The major portion of the circulation planning effort should be directed towards the maintenance, improvement and expansion of the present street and highway system. The street and highway plan shown on page H is the system that will be required with the total development of the area.

Listed below are the most predominate circulation problems that are related to the street and highway system. These are problems that are existing today or that could appear with the city's future development. These are the problems that the future street and highway system must cure and prevent.

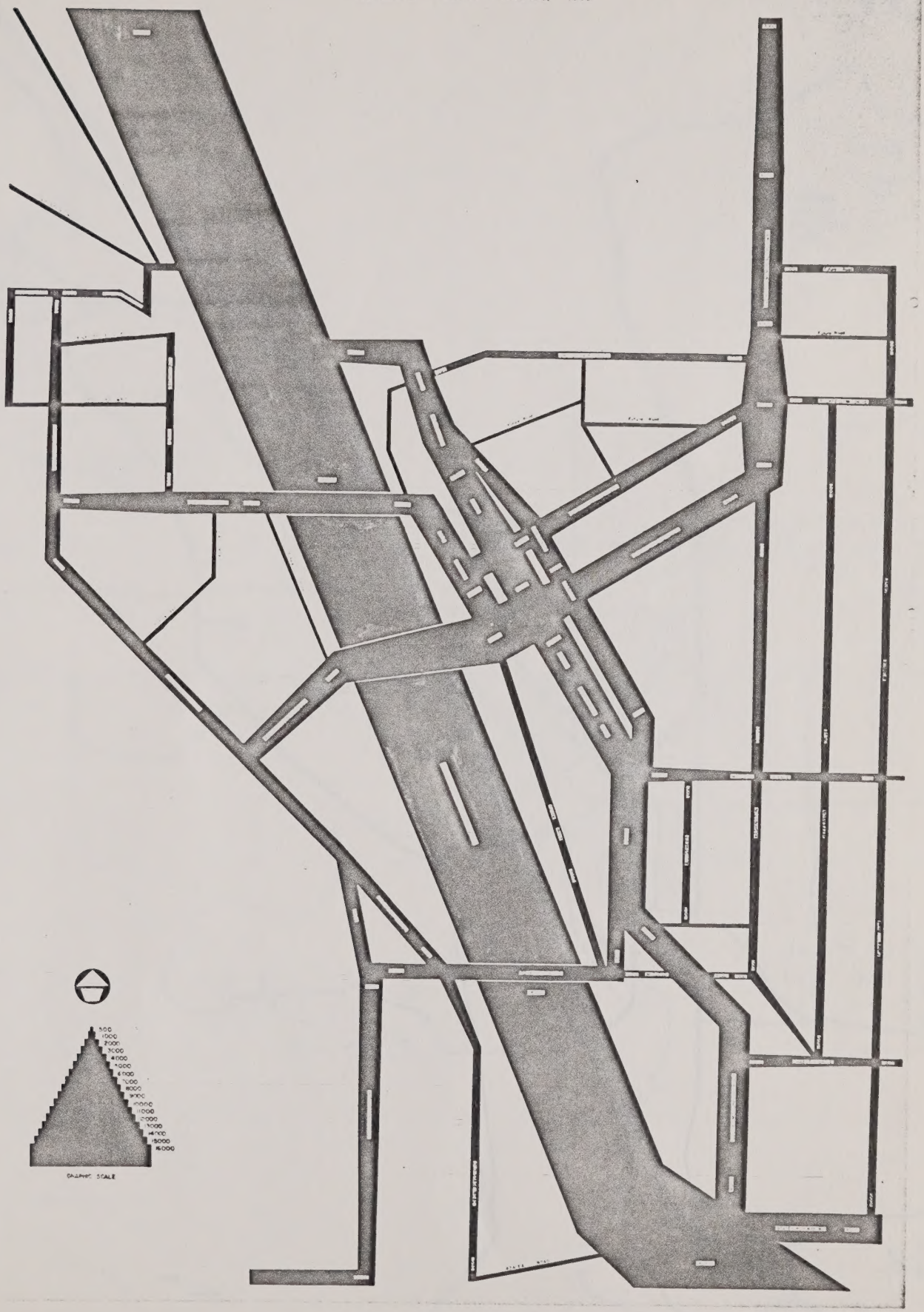
The most predominant problem is the lack of a direct route from I5 and Central Mt. Shasta to the north east portion of the city. This problem should be largely corrected when Lake Street is extended to join Everitt Memorial Highway.

A second minor problem is the narrowness of Washington Drive which receives heavy pedestrian, bicycle and automobile traffic generated by the two schools located at its northern end. The widening of this street and the installation of curbs, gutters and sidewalks should correct this problem.

Another street and highway system related problem is the high percentage of reported automobile accidents that involve parked cars. More off-street parking is needed.

CITY OF MT. SHASTA & VICINITY

ESTIMATED TRAFFIC VOLUMES, 1995



CITY OF MT. SHASTA & VICINITY

STREET & HIGHWAY PLAN

A possible problem could exist at the Nixon Road railroad crossing. It is signalled but does not have gates. When any development, that could generate a substantial increase in the traffic using the crossing is initiated, the gates should be installed.

Other problems and needed improvements include the lack of curbs, gutters and sidewalks in certain areas of the city. When improving these facilities, curbs should be designed to allow wheel chair and bicycle access at every corner.

b. Mt. Shasta Bikeway System

Bicycles should be considered as a viable transportation mode to serve both commuting and recreational purposes. A bikeway system should become an integral part of Mt. Shasta's future transportation and circulation system. Due to the climatic conditions of the area, the system could only be used feasibly during the snow free months; however, during the winter months, the bike lanes could be used for snow storage. The proposed system shown on page J is particularly suited for the recreational cyclist. The system connects all of the major outdoor public recreational facilities available in the area. It also serves the downtown area for the commuter and the touring cyclist. The system has a closed loop scenic route that will allow a leisure ride through the western part of the planning area.

c. Public Transportation Alternatives

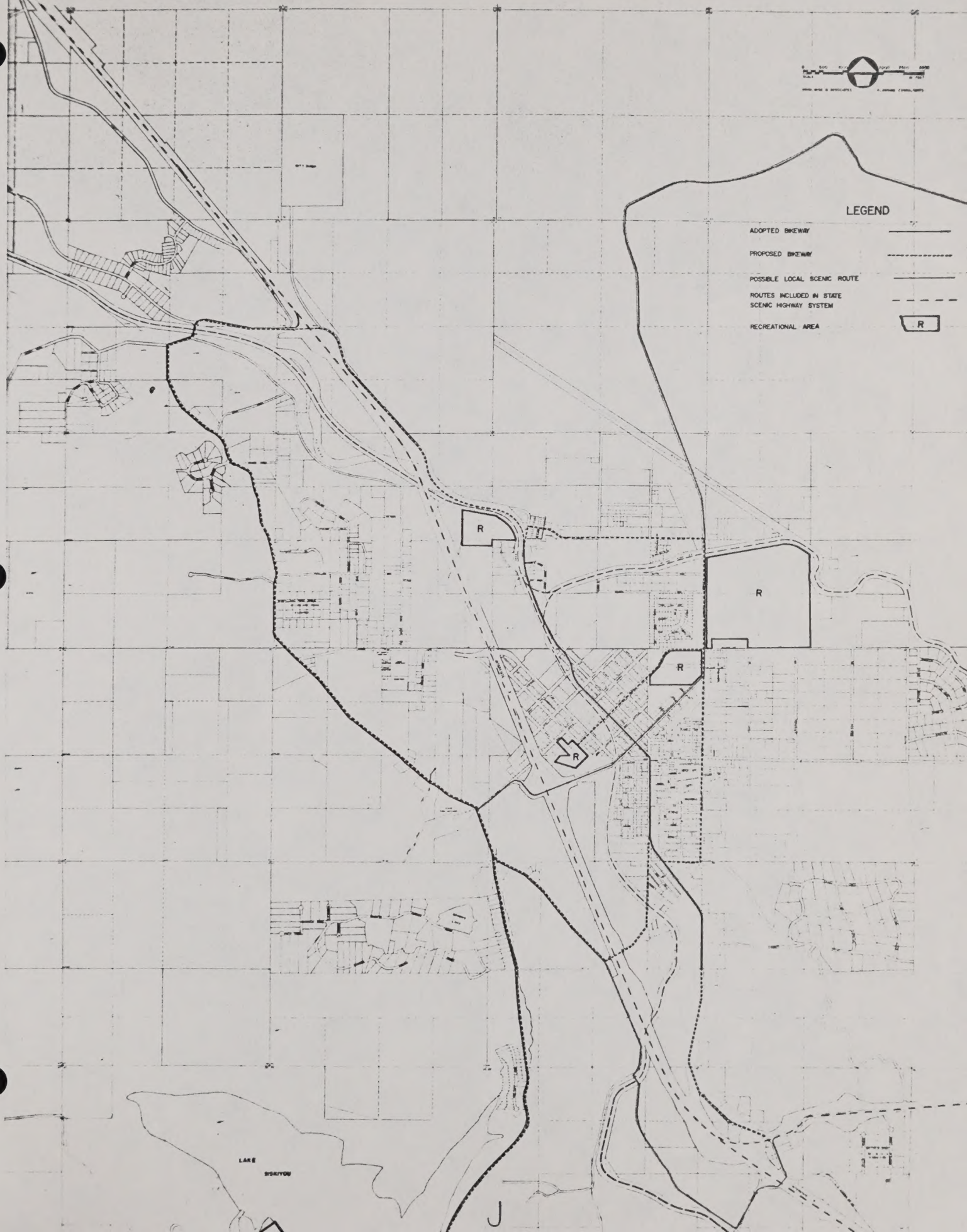
The City has a considerable number of senior citizens. The only public transportation available for localized transit is a taxi service that must be dispatched from the City of Dunsmuir. The Mt. Shasta Recreation District does have a program established for the senior citizen and does provide transportation to and from the recreation center for these citizens. The city should investigate ways to encourage private individuals to establish some form of small personalized public transportation.

d. Scenic Routes

The City of Mt. Shasta is in an environment that has an abundance of scenic beauty. The establishing and signing of a scenic route through the planning area would be extremely beneficial to the area. Within the planning area there are two routes that are included in the State Scenic Highway System; State Route 89 and Interstate 5. They are eligible for studies leading to the designation as an "Official State Scenic Highway". The city and county should work together in establishing a local

CITY OF MT. SHASTA & VICINITY

PROPOSED BIKEWAYS AND POSSIBLE SCENIC ROUTES



scenic route. All possible scenic corridors should be studied. On page J are shown routes that are possible scenic routes. Once the scenic corridors are identified, all agencies that control land use within the corridor should develop policies to protect and preserve them. The end project would be the designation of State Route 89 and I5 as an "Official State Scenic Highway" and the establishing and signing of a local scenic route that is in conjunction with them.

F. Recommended Plans of Action

a. Short Range

1. The extension of Lake Street should be completed as soon as feasible.

2. The city should begin initial correspondence with the county and the state for the establishment of scenic corridor studies.

3. Investigate methods of encouraging public transportation.

4. Stripe and sign a trial bike lane on Alma Street from Mt. Shasta Elementary School to Sisson Elementary School.

b. Medium Range

1. Adoption of a bikeway system.

2. Establish a plan for the protection of all scenic corridors.

c. Long Range

1. The installation of signals and gates at all railroad crossings.

2. The signing and striping of the bikeway system.

3. Signing of a local scenic route.

4. Installation of curbs, gutters and sidewalks on all arterial and collector streets.

If there were no annexations to the city before 1995, the existing circulation system with recommended improvements would adequately meet the projected needs of the city. However, there is a good possibility that there will be numerous annexations by that time. Therefore, before an area is annexed into the city, it should be insured that the present

and or planned circulation system within the area would be compatible with the city's total circulation system. It should also be insured that the addition to the city's circulation system will not be a hinderance in achieving the goals of this element.

If the above conditions are assured and the circulation policies and the recommended actions are followed, the circulation system should adequately meet the needs of the city until 1995.

V. HOUSING ELEMENT

A. Housing Stock

The residential character of the City of Mt. Shasta is predominately low density. Over 86% of the residential structures are single family. Within the city limits, there are 722 single family residential structures, 28 duplex structures, 23 multiple family structures, 31 mobile homes and 29 structures with residential and commercial uses combined. In the total 833 structures there are 979 dwelling units contained.

About 75% of the structures were constructed prior to 1950. Since 1950, the majority of the housing construction has taken place in the north-east portion of the city in the Ferrero Alpine Acres Annexation. The newly annexed southwest portion of the city is the site of a developed mobile home park that contains 29 of the 31 mobile homes in the city.

MT. SHASTA HOUSING SUMMARY CHART

	number of structures	% of total
single family	722	86.6%
duplex	28	3.4
multiple units	23	2.7
mobile homes	31	3.6
residential & commercial	29	3.5
	833	100.0%

B. Housing Problems

There are two noticeable housing problems which face Mt. Shasta; the first problem is a critical shortage of available units in the housing market, a second minor problem is that 16.2% of the existing appears to be in a state of deterioration.

The lack of available dwelling units in the Mt. Shasta housing market is the major housing problem facing the city. Currently there is a zero (0) vacancy rate.

Because of this lack of supply, and a great demand for housing, competition for dwelling units becomes stiff. The purchase or rental price becomes expensive even for substandard units.

The examination of existing housing conditions done in August 1973, was conducted by a Visual Exterior Housing Condition Survey (a windshield survey). Of the 833 structures inspected, 698 were classified as totally sound. There was a total of 14.5% or 121 structures which were classified as deteriorating. A deteriorating structure is one which needs one or more repairs to meet reasonable standards of housing. Continued neglect will result in structural damage. Many of the deteriorating buildings could be brought up to standard with a few major repairs and/ or alterations. 62 of the 121 homes classified as deteriorating lacked sufficient foundations. Only 14 of the 833 structures were classified as delapidated. A delapidated structure is one which is in the advanced stage of deterioration with structural deficiences so as to be incapable of economic repair. The map on page K shows the residential areas with the highest degree of deterioration and shows the location of the delapidated structures.

STRUCTURAL CONDITIONS

completely sound	698	83.8%
deteriorating	121	14.5
delapidated	14	1.7
	833	100.0%

There are other problems which compound Mt. Shasta's housing problem: the county does not have a housing authority. This could be an important impetus to initiate remedial action programs. A county housing authority could also assist in enabling Mt. Shasta to qualify for housing assistance programs. Also the city does not have enough revenue to adequately meet and correct the city's housing needs and related problems, such as curbs and sidewalks.

C. Housing Obstacles

In order to improve the housing situation in Mt. Shasta the obstacles which hinder housing development must be eliminated. These obstacles are due to fiscal problems as well as the lack of data relating to the need and demand for housing in the Mt. Shasta area. The following obstacles have been identified:

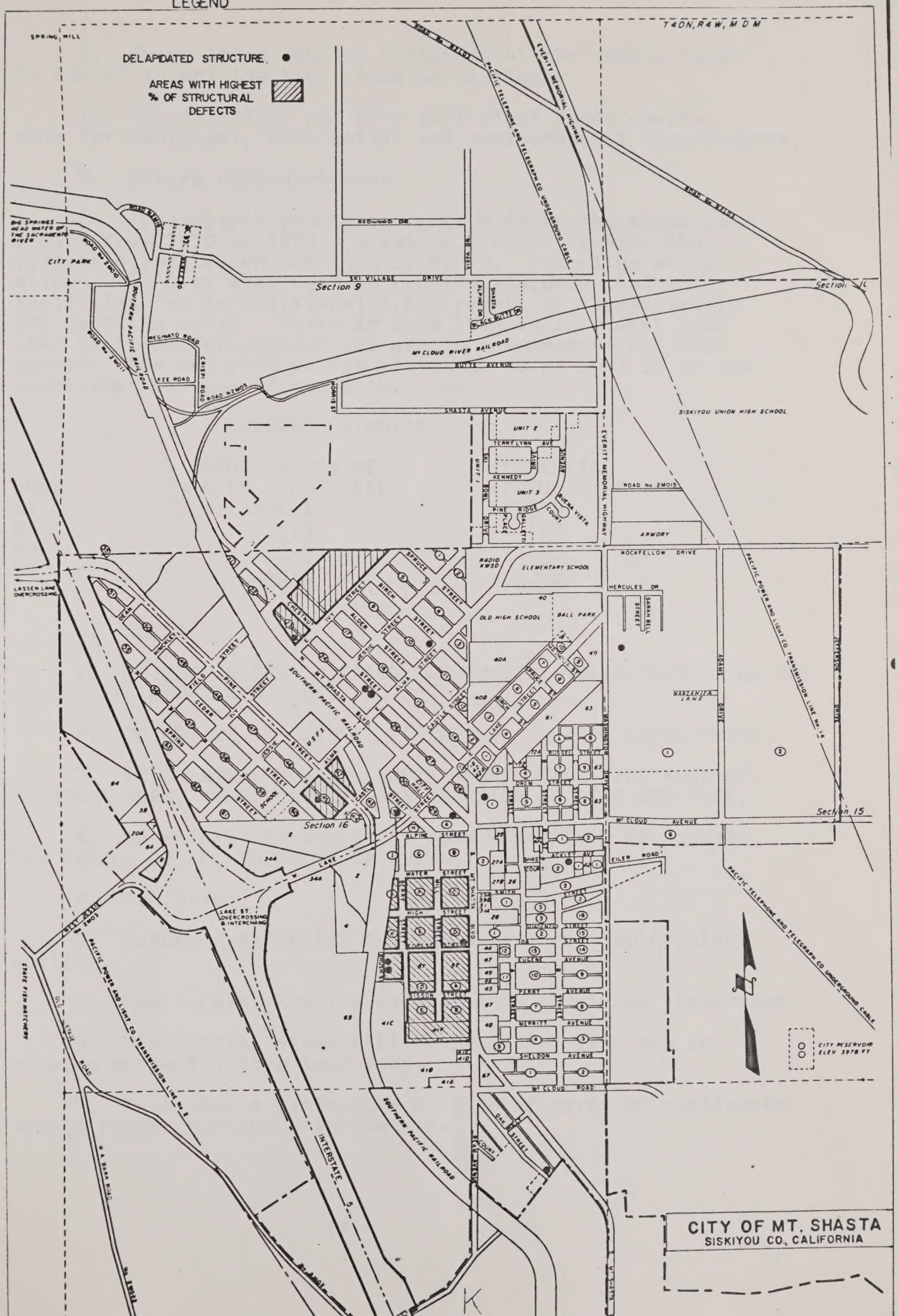
1. The high cost of housing due to the high interest rates in the money market and the mortgage finance sector.

2. Increasing land development costs.

3. There is a lack of adequate and up-to-date technical data on supply and demand for housing in Mt. Shasta.

HOUSING CONDITION SURVEY

LEGEND



4. There is no Housing Authority at the County level to assist in solving local housing problems.

5. The city does not have sufficient funds available for municipal, residential and environmental improvements.

D. Future Considerations

The City's population grew 8.6% in the three year period from 1970 to 1973. Based on present trends, the projected population for 1995 is 4,000. Excluding annexations, the City will need to provide adequate land and facilities for an additional 1,650 people or approximately 675 dwelling units. There is more than ample vacant land that is zoned for residential use to accommodate for this growth. The majority of the vacant R1 zoned land is in the north-east portion of the city.

HOLDING CAPACITY

ZONE	GROSS ACRES OF OPEN ZONED LAND	POTENTIAL POPULATION
R1	291.1	1770
R2	15.9	192
R3	5.6	103
R4	15.2	381
	327.8	2446

E. GOALS

1. TO RETAIN THE EXISTING LOW DENSITY CHARACTISTICS OF THE MT. SHASTA URBANIZED AREA.

2. TO CREATE AN ORDERLY PATTERN OF HOUSING DEVELOPMENT.

3. TO CREATE A HOUSING ENVIRONMENT WHICH WILL MAKE MT. SHASTA A SAFE, COMFORTABLE PLACE IN WHICH TO LIVE AND WORK.

4. TO EXPAND THE SUPPLY OF GOOD HOUSING IN MT. SHASTA FOR PEOPLE OF ALL ECONOMIC SEGMENTS.

F. Policies

1. Future residential developments should be of high quality.

2. Low density housing developments should be encouraged.

3. Residential areas will be protected from the intrusion by conflicting land uses.

4. Encourage a reasonable mixture of types of residences within future housing developments.

5. Whenever possible, housing assistance programs will be utilized.

6. The Mt. Shasta Building Code and Zoning Ordinances should be enforced.

7. The Mt. Shasta General Plan will serve as the guidelines for future land use developments.

8. Retain and rehabilitate stable residential areas in Mt. Shasta.

9. When feasible, innovative housing techniques can be utilized in order to reduce high construction costs.

G. Recommended Plans of Action

The City should work directly with the county and other agencies in Southern Siskiyou County to develope a Housing Authority. The purpose of this action is three fold:

1. It would allow for the collection of data pertaining to the housing situation of the entire housing market.

2. It would make eligible the area for the Federal and State help to correct the housing problems.

3. It would enable the preparation of a singular housing element for the area.

The city must continue the enforcement of the Uniform Building Code, Zoning Ordinances, and the Subdivision Ordinances.

VI. CONSERVATION ELEMENT

The California State Legislature has mandated that all local governments shall adopt a conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The City of Mt. Shasta has adopted the Siskiyou County Conservation Element as the Conservation Element for the City. The City of Mt. Shasta mutually agrees with the principle, objectives, recommendations and methods of implementation of the Siskiyou County Plan for conserving, developing, and utilizing the natural resources of the area.

A. Basic Information

The Mt. Shasta area lies in a forested area north of the Sacramento Valley. Through this area passes the most favorable transportation route from the Central Valley in

California to communities in Oregon and the Northwest. Residents of the Mt. Shasta area have traditionally depended upon lumber, the railroad, and to a lesser extent, upon tourism and agriculture for their livelihood. Although the lumber and railroad industries have experienced a decline in recent years, the income provided by agriculture has remained relatively stable. An additional source of income has resulted from the rapidly expanding use of the area for recreational pursuits.

Prior to settlement of the Mt. Shasta area by white men, the southern slope of Mt. Shasta and the surrounding territory were covered by virgin growths of pine and fir. Subsequent decades of lumbering and destructive forest fires reduced the amount of harvestable timber available and left many areas unproductive, but reforestation has been successful and second growth timber is being cut.

Logging, milling, and transportation of lumber supported the early economy of the area. The increased automation in the lumber industry eliminated many jobs, but the lumber industry continues to provide the major source of income for the area. Successful reforestation programs and continued high demand for lumber make it unlikely that any single economic activity will surpass the lumber industry in importance.

The extent of irrigated and irrigable lands within the Mt. Shasta area is very limited. Agriculture mainly consists of the raising of cattle and those pasture and hay crops required to support the cattle. Crops, for profitable production, generally require irrigation from May through October. Most of the acreage suitable for tillage of irrigated pasture is presently developed and provided with irrigation water from the near by creeks and springs.

The location of Mt. Shasta on an important interstate transportation route contributed in many ways to the economy of the area. The north-south highway is heavily used by both automobile travel and by commercial trucks. The entire system is heavily used by vacationers during the spring, summer, and fall months.

When the railroad was completed from Redding to Dunsmuir in 1886, and on to Oregon the next year, the first impetus was given to the lumber industry in the Mt. Shasta area. Today the railroad is an important contributor to the lumber industry and the general economy of the area.

The Mt. Shasta area, as well as many other communities in Siskiyou County, is growing in its attraction to recreationists. The reasons for this growth stem from the

natural attributes of the locality and from the improved highway systems which has led to a general exodus from metropolitan centers, for relief from overcrowded conditions.

Mt. Shasta itself is an outstanding attraction. The 14,161 foot volcanic mountain dominates the entire area. For much of the year snow covers that portion of the peak above 8,000 feet and several glaciers cling year-round to the mountain.

Around the skirts of the mountain, and in the Mt. Eddy area, fish and game abound. The upper reaches of the Sacramento River below Lake Siskiyou are noted for the excellence of their trout fishing. Private individuals and organizations recently have developed improved campgrounds along the Sacramento River near Mt. Sahsta and at Castle Lake. Such facilities make use of the river water during the summer vacation seasons.

The Mt. Shasta area became an important attraction to winter recreationists in 1958, when the lodge and chair lift were completed at the Mt. Shasta Ski Bowl. Heavy snow packs reach 200 inches providing a long ski season. The skiing usually starts in November and continues through May. Recently, major improvements to the ski areas have been discussed and plans are now being formulated.

In 1970 the opening of camping and picnicing facilities at Siskiyou Lake increased the summer attraction to the area. The reservoir is formed primarily from flows from Wagon Creek and from the north, middle and south forks of the Sacramento River.

B. GENERAL GOALS

Mt. Shasta is an integral part of Siskiyou County, and because of the degradation of the environmental and natural resources throughout the state, the general goals of the Conservation Element are:

1. TO CONSERVE AND PROTECT THE LAND RESOURCES OF THE CITY AND COUNTY.

2. TO PROTECT AND CONSERVE THE LAKES, STREAMS AND RESERVOIRS OF THE AREA OF POTABLE AND AGRICULTURAL WATER, FOR RECREATION AREAS, BUT MORE IMPORTANT AS WILDLIFE HABITAT WHICH WILL BE BENEFICIAL TO THE RESIDENTS, PRESENT AND FUTURE OF THE CITY, COUNTY AND STATE.

3. TO PRESERVE THE AIR QUALITY OF THE CITY AND COUNTY SO THAT IT WILL CONTINUE TO BE ONE OF THE PRIME ASSETS OF THE REGION FOR BOTH HUMAN AND ANIMAL POPULATIONS.

4. TO CONSERVE AND MAINTAIN HABITAT FOR WILDLIFE SPECIES AND PLANT LIFE.

C. Forest Lands

Within the Mt. Shasta planning area there is a small amount of forested land and there is no prime forest land, however, as previously stated, the lumber industry is the major source of employment in the area. The goals and policies for management of forested lands are listed below.

a. Goal: preserve, protect and manage the Forest Lands as both natural wild habitat and a productive economic resource.

b. Policies

1. Forest land should be encouraged as a means of providing open space and conserving other natural resources.

2. Forest land, whenever possible, should allow uses which are compatible with public or private timber management programs.

3. Forest lands not considered as prime forest land should be preserved as open space and wildlife habitat.

4. Forest lands must be recognized as a resource in its own right as well as a protector of many other resources.

D. Agricultural Lands

The city has only limited land being used for agricultural purposes. There is also grazing land west of the city, some of which is under agricultural contract. The minimal amount of land in agricultural use does not lessen our responsibility to protect it.

a. Goal: preserve and protect the productive agricultural lands and the agricultural economy of the area.

b. Policies

1. Only those uses related to agriculture should be whenever possible, located on agricultural lands.

2. Agricultural uses should be encouraged as a means of providing open space and conserving prime land.

3. Agricultural lands which are used for grazing and other purposes although not considered prime soils, yet highly productive, should be given equal protection.

4. Agriculture land must be recognized as an equal to other major land uses.

E. Recreational Lands

Providing recreational services and facilities is the fastest growing sector of the Mt. Shasta economy. This economic activity has grown considerably within the last few years. The goals and policies in regards to recreational land use are listed below.

a. Goal: To reserve land for recreational facilities, encourage private recreational development and other open uses in categories characteristic and beneficial to the present and future residents of the City as well as to meet tourists needs.

b. Policies

1. Provide for the orderly development and control of a comprehensive recreation system for the City.

2. Recreational resources should be protected for the future as these resources are largely irreplaceable natural assets.

3. Encourage or provide recreational facilities and other open uses in central locations near all living and working areas in areas of outstanding beauty sufficient to meet the varying needs of the people.

4. Encourage proper commercial recreation uses to augment public recreational programs.

5. Sites for recreation should be evaluated to assure they have maximum flexibility and adaptibility to the constantly changing recreation needs and interests.

6. The development of waterfront property should be encouraged for all suitable types of recreational uses to meet the needs of local, regional, and state-wide residents.

7. The river areas which provide the best recreational attraction should be preserved.

8. Recreation areas should take advantage of multipurpose lands, such as reservoirs, floodplains and forest lands.

9. Encourage the development of a system of scenic highways by establishing special architectural sites and landscape control in a visual line control, thereby preserving areas, of outstanding scenic quality.

10. Provisions should be made for adequate number of campsites, picnic areas, overnight camping facilities, scenic turnouts and roadside rests.

11. Provisions should be made for riding, hiking, and bicycle trails on local as well as statewide programs.

12. To meet the demands of future populations, advantage should be taken of the prespective areas of sufficient size and location for parks, and other similar uses in proper locations. A minimum standard should be set for the amount and quality of land devoted to recreation.

13. The continuing development of major recreational facilities to serve regional and statewide residents should be encouraged on public lands throughout the County, including Federal, State, County, and City.

14. The development of major recreational and other related uses should be provided for by private enterprise and at all governmental levels including the City, County, and Federal Agencies.

15. Encourage private recreational development as a major supplement to public recreation facilities.

F. Wildlife Habitat

While most, but not all, of the wildlife species listed in the main body of the element are found in the immediate area of Mt. Shasta, the pleasure that is gained from these species, by resident and visitor, alike , is very important and these species must have adequate habitat for stabilized populations.

a. Goal: To preserve and maintain streams, lakes and forest open space as a means of providing natural habitat for species of wildlife.

b. Policies

1. To maintain all species of fish and wildlife for their intrinsic and ecological values as well as for their direct benefit to people.

2. Provide for an economic contribution of fish and wildlife in the best interest of the present and future populations.

3. When planning any alteration to the present environment or habitat, consideration should be given to the effects on fish and wildlife.

4. Present land used which results in siltation or pollution of inland waters should be carefully monitored, and if necessary, corrected to assure clean and productive habitat.

5. Outstanding wildlife habitats and sites that have unusually high value for fish and wildlife should be carefully considered before any development altering this environment is permitted.

6. Encourage development and enhancement of wildlife habitat through careful use of methods such as controlled burning, planting, judicious livestock grazing, mechanical land manipulation and creation of ponds in water sources.

7. Recognize and encourage the various appropriate and non-appropriate uses of wildlife. This includes such activities as scientific studies, educational purposes, and hunting and fishing.

G. Scenic Lands

In the Mt. Shasta area, one does not have to look far for land that possess natural scenic beauty. There is no way to measure, in monetary terms, the asset the scenic beauty of 14,000 foot Mt. Shasta and the surrounding area has been to the City of Mt. Shasta.

a. Goal: To conserve, preserve and maintain the scenic land of City and County.

b. Policies

1. Continue to work for the conservation of scenic beauty in the City and County.

2. Encourage private developers to utilize conservation methods of using the land. Discourage development on steep slopes unless special techniques of construction are used.

3. Encourage private reforestation of hillsides to enhance the beauty of the area.

4. Encourage landscaping and maintenance of vegetation on all cut and slope fills.

5. Discourage encroachment of excessive cut and fill slopes into corridors along scenic highways.

H. Watershed and Recharge Lands

Like much of Siskiyou County, Mt. Shasta has never had an extreme shortage of potable or agricultural water. With the proper management of the watershed and water recharge lands combined with wise use of all water, the city should never have to worry about the quality or quantity of its water.

a. Goal: To preserve the quality of the existing water supply in the City and adequately plan for the expansion and retention of valuable water supplies for future generations and to provide for a comprehensive program for sustained multiple use of watershed lands through reduction of fire hazards, erosion control and type-conversion of vegetation where desireable and feasible.

b. Policies

1. Continue to assure the high quality of water within the City and County with management programs for agricultural waters and emphasizing programs which stop intrusion of agricultural waste into the water supply.

2. Every precaution must be maintained to eliminate the danger of any pollution to the streams and lakes as well as recharge areas through human and industrial waste and agricultural runoff.

3. Promote a research project that will estimate our future water needs for water supply and recreation.

4. Utilize latest scientific techniques towards reclamation and recycling of waste water.

5. Use of water shed or ground water recharge lands for urban or second home purposes should be permitted only under rigid controls.

I. Air Quality

Reports from the State Air Resources Lab indicate that the quality of the air in our basin is very similar to that found off the coast of California. The air quality of the Mt. Shasta area is one of the natural resources that makes this area an important vacational and recreational region. This natural resource must be preserved.

a. Goal: To insure that the air quality of the City and County is maintained so that human, plant and animal life is protected from the adverse effects of air pollution, and that clean air is realized as an equally important asset as clean water or scenic beauty to the City and County.

b. Policies

1. Clean air will be recognized as a resource in its own right as well as being a necessity for the health of all living things.

2. Every effort should be taken to elimate air pollution from all segments of the City and County.

3. Whenever possible, to support and assist the Siskiyou County Air Pollution Control Board in preserving the air quality of City and County.

4. Encourage private industry to utilize the latest scientific techniques to eliminate air pollution.

The policies of the above sections are not intended to halt urban growth, only to direct it so that we might better use our natural resources. It is assumed by the City, that the physical and psychological needs of the people, of the City, County and State will be more fully realized if the goals of this element are met.

J. Recommended Plans of Action

The two primary methods of achieving the goals will be as follows:

1. Continued development and enforcement of good comprehensive zoning and subdivision ordinances.

2. The use of the goals and policies of this element for the review of all Environmental Impact Reports submitted to the City.

The goals will only be met if all levels of government work together and the cooperation of the private sector is obtained. The environmental circumstances of the city and county are similar enough to allow us to use the same goals and policies. The City will do whatever possible within its jurisdiction to insure that the goals are met. It is hoped that through the use of a singular element, by both the City and County, that we will achieve and maintain the goals as soon as possible.

VII. OPEN SPACE ELEMENT

Among the several elements which must be parts of the adopted General Plan for any city or county in California, the Open Space Element is included. In 1971, the Legislature changed the California Government Code by adding this requirement. The addition of Article 10.5 to Chapter 3 of Title 7 (Planning) of the Government Code spelled out in detail what the Legislature had in mind at the time. This Article which is concerned with Open Space goes to a considerable length to define "Open Space" and what is to be done about it in addition to the preparation of a Plan. Therefore, in order to set this Open Space Element in a proper perspective it is necessary to quote liberally from the California Government Code.

Open Space Use is defined as the use of any land for public recreation, the enjoyment of scenic beauty, the conservation or use of natural resources, or the production of food or fiber. Open Space Land is any area of land or water, essentially unimproved and devoted to open space use and which is shown upon some open space plan as natural resource land, agricultural land, recreation land, scenic land, watershed or ground water recharge land or wildlife habitat.

A. Open Space Land Uses

The Legislature went to some considerable lengths to qualify the scope of the several types of land use which constitute open space lands as follows:

1. Recreation land is that area of land or water designated on an open space plan as being actively used for recreation purposes and open to the public for such use with or without charge.

2. Scenic land is the land designated upon an open space plan as open space land possessing outstanding scenic qualities worthy of preservation.

3. Natural Resource land is land deemed by the Legislative body to possess such natural resources, the use or recovery of which can best be realized by restricting the use of land by those types of regulations adopted to implement plans.

4. Agricultural land is actively used for the purpose of producing an agricultural commodity for commercial purposes including the accepted agricultural practice of allowing such land to lie idle for a period of up to one year.

5. Watershed and ground water recharge land is land designated on an open space plan as land important to the State in order to maintain the quality and quantity of water necessary to the people of the state or any part of the state.

6. Wildlife habitat is land designated on a plan as land unusually valuable or necessary to the preservation or enhancement or the wildlife resources of the state.

Subsequent to its action of 1971, the State Legislature in 1972 went to greater lengths to define open space as four categories of land use, as follows:

1. Open space for the preservation of natural resources including, but not limited to areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for

ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lakeshores, banks of rivers and streams, and watershed lands.

2. Open space used for the managed production of resources, including but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.

3. Open space for outdoor recreation, including but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas which serve as links between major recreation and open space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

4. Open space for public health and safety, including, but not limited to, areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, flood plains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality.

B. GOALS

Below are tha goals of the Open Space Element. They are listed in order of realitive priority.

1. TO INSURE THAT ADEQUATE OPEN SPACE IS RESERVED TO MEET OUTDOOR RECREATIONAL NEEDS AND TO PROVIDE ADEQUATE HEALTH AND SAFETY TO THE PRESENT AND FUTURE GENERATIONS.

2. TO INSURE THAT, WHENEVER POSSIBLE, THE CITY SHALL WORK IN CONJUNCTION WITH THE COUNTY, STATE, AND FEDERAL AGENCIES TO PROVIDE FOR THE NATURAL PRODUCTION OF RESOURCES AND THE PRESERVATION OF NATURAL RESOURCES.

C. Policies

To insure that adequate open space is available for outdoor recreation, the City adopts the following policies.

1. That within the gross area of any subdivision in the City, not less than 15% of the gross land area of the proposed subdivision should be open space.

2. That such open space may be dedicated for public use, such as park areas or may be retained in private ownership with limitations such as restrictions against resubdivision, the dedication to the city of development rights, ownership vested in a property owners corporation or association, scenic easements granted to the City or other forms of restrictions including covenants.

3. It is not the intention of this policy that open space lands are to become public property, but only to insure that they remain open space.

4. The purpose of this policy is to provide a frame of reference for the Planning Commission and City Council to use in the evaluation of subdivision plans brought before them for approval.

5. That this policy is an expression of intent of this Planning Commission and the City Council that the subdivision of land within the City be done in such a manner as to guarantee the city residents are provided adequate room for outdoor recreation.

D. Causing the Plan to Work

In connection with the methodology outlined to determine what is open space, the Legislature proceeded to provide for carrying out the plan by expressing the finding that the increase in population of the state necessitates preservation of open space by the adoption and strict administration of laws, ordinances, regulations and other appropriate methods.

To accomplish this end a dealine of June 30, 1973 was set for adoption of the Open Space Plan. In addition, the Open Space Plan shall contain an action program to be pursued in effectuation of the plan. The enactment of the Legislature which contained the provisions for the Open Space Plan Element also added Article 4 (Open Space Zoning) to chapter 4 Title 7 of the Government Code. This Article provides that by June 30, 1973 the City shall adopt an open space zoning ordinance consistent with the adopted Open Space Plan for the jurisdiction. This Article further contains a section which confirms certain limitations upon the local jurisdiction in effecting the preservation of Open Space. In this section the Legislature declares and finds that the Open Space Zoning Article is not intended to authorize the City to exercise its power to adopt, amend, or repeal an open space zoning regulation in such a way as will take or damage private property for public use without payment or just compensation. The enactment went further to state, "This section is not intended to increase or decrease the rights of any owner of property under the Constitution of the State of California or of the United States".

The City of Mt. Shasta is in the process of establishing an Open Space Zoning Ordinance, that will effectly preserve the present Open Space that is not protected by the nature of its existing use.

E. Present Situation

The Open Space within the city is described below and is shown on a map on page L .

There is a 26 acre city park that is ½ mile north west of the city limits on North Mt. Shasta Boulevard. It is a park and recreation area facility that is operated by the Mt. Shasta Recreation District, which will remain open space.

There are 132 acres of open space in the north east sector of the city that is the present site of Mt. Shasta High School. It is a recreation area that provides the students and the community with a swimming pool, lighted baseball diamond, and tennis courts, which are operated by the recreation district.

Sisson Elementary School has a 7 acre exercise area in the north eastern part of the city.

There are 6.9 acres of unimproved open space at the site of the old high school in the north east section of town.

A youth baseball park occupies 5.7 acres of open space adjacent to the old high school and is the site of a proposed recreation district mini park.

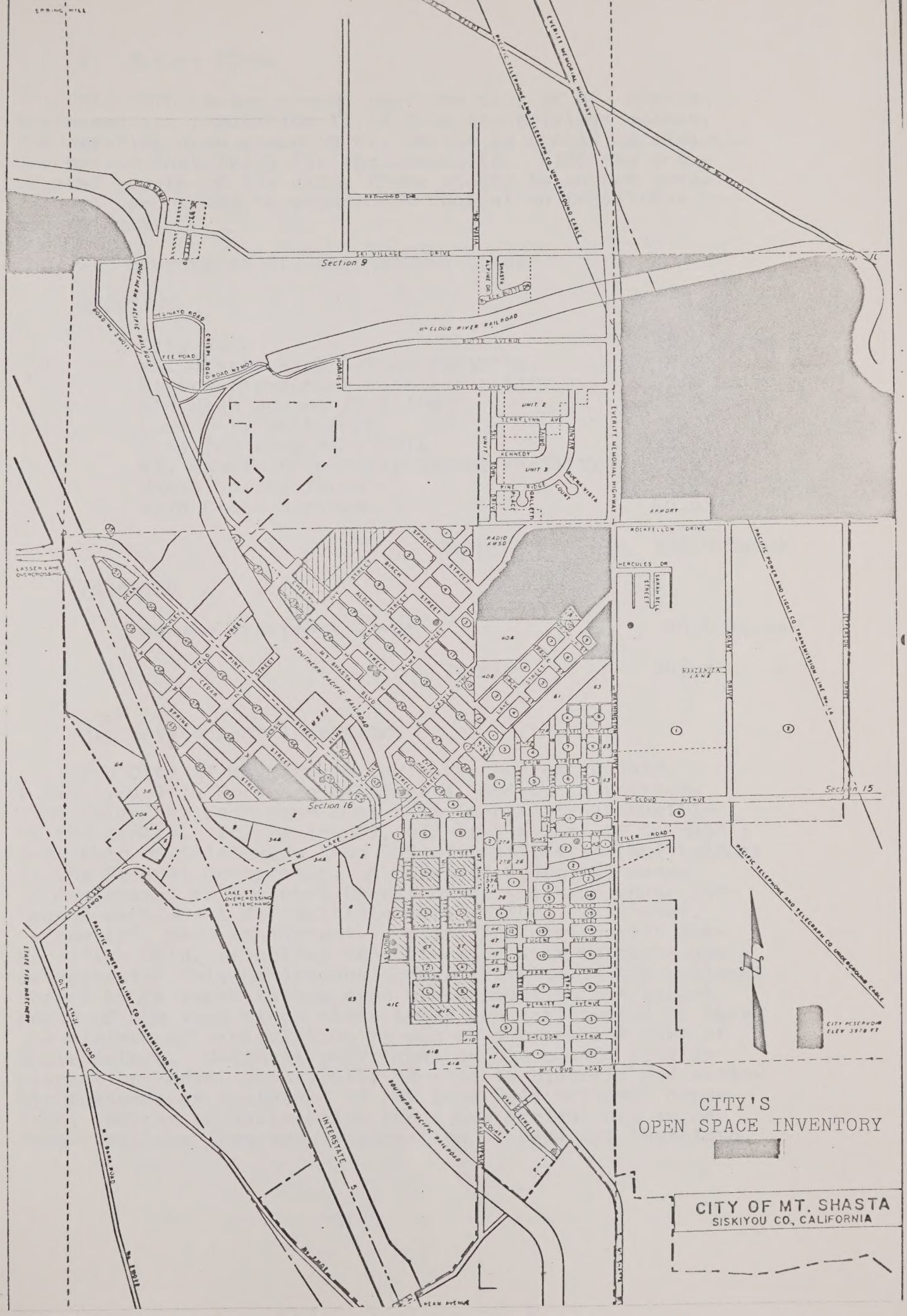
Adjacent to the ball park are 3.2 acres of city land, which is the site of a city well, which is open space and will remain so.

Located in the western part of the city are 2.9 acres of open space which is the playground for the Mt. Shasta Elementary School.

There are two acres of open space south east of the city that houses the storage tanks for the domestic water supply for the city.

The City owns 40 acres of open space a mile and a half east of the city limits that is the site of Cold Creek Springs, which is the origin of the domestic water supply.

Within the next year the city will be getting the 20 acres of open space land from the county which is the site of the present sewage treatment plant. This land will remain open space and is located approximately 2 miles south of the city.


CITY'S
OPEN SPACE INVENTORY
CITY OF MT. SHASTA
SISKIYOU CO, CALIFORNIA
Section 9
Section 15
Section 16
SKI VILLAGE DRIVE
SHASTA AVENUE
MT. CLOUD RIVER RAILROAD
EVERITT MEMORIAL HIGHWAY
PACIFIC TELEPHONE AND TELEGRAPH CO. UNDERGROUND CABLE
SOUTHERN PACIFIC RAILROAD
PACIFIC POWER AND LIGHT CO. TRANSMISSION LINE No. 14
PACIFIC POWER AND LIGHT CO. TRANSMISSION LINE No. 2
ROCKFELLOW DRIVE
HERCULES DR
ARMORY
RADIO KMSD
MT. CLOUD AVENUE
MT. CLOUD ROAD
LAKE ST
LAKE ST OVERCROSSING & INTERCHANGE
LASSEN LANE OVERCROSSING
STATE FISH HATCHERY
OLD STATE ROAD
INTERSTATE 5
CITY RESERVOIR ELEV 3978 FT
UNIT 2
UNIT 3
KENNEDY
TERRY LYNN AVE
SHELDON AVENUE
WEBSTER AVENUE
EUGENE AVENUE
WATER STREET
HIGH STREET
ALPINE STREET
ALCOCK STREET
BIRCH STREET
SPRUCE STREET
CEDAR STREET
PINE STREET
HICKORY STREET
SPRING STREET
ALMA STREET
LAKE STREET
MT. SHASTA BLVD
USFS

F. Future Plans

The 1970 census showed that the City of Mt. Shasta increased its population 11.7% from the previous census. The existing open space in Mt. Shasta is providing adequate recreation facilities for the community. With the anticipated growth of the city, there should be enough undeveloped open space to expand the recreation facilities accordingly.

G. Summary of Mt, Shasta Open Space

EXISTING

City Park	26.0 Acres
Mt. Shasta High School Facility	132.0
Sisson Elementary School Facility	7.0
Old High School Facility	6.9
Community Ball Park	5.7
City Property with Well	3.2
Mt. Shasta Elementary School Facility	2.9
Water Supply Tanks	2.0
Cold Creek Springs	40.0
Total	225.7 Acres

PROPOSED

Sewage Treatment Plant	20.0 Acres
Total	245.7 Acres

H. Environmental Setting

The City of Mt. Shasta is in the largest County, (Siskiyou) in Northern California, and in an environment which has much open land that is readily accessible to the public. In the county, 63% of the land is in public ownership of which more than 99% of that public land belongs to the Federal Government. A total of 2,320,463 acres is designated as National Forest Land, which is under permanent management for multiple use: timber, watershed, recreation, game management, grazing and environment preservation being principal objectives of such multiple use management. This management concept results in the National Forest Lands constituting open space lands in the purest sense of the word since these lands are anticipated to have the minimum of manipulation by man as a permanent part of their nature. National park lands in the county provide recreation lands, principally devoted to historic and geologic features as contained in the Lava Beds National Monument. Bureau of Reclamation Lands are agriculture in nature resulting from the conservation of land and therefore

constitute open space. The public domain lands of the Bureau of Land Management are principally open space lands in some cases consisting of woodlands and grazing lands, timber, culture lands, recreation lands and game management lands. Among other agencies are U.S. Fish and Wildlife Service and California Department of Fish and Game, which not only operates lands of other agencies for proper management of wildlife resources, but provides hunting areas and protected areas where game populations can be restored. The only major contribution of state land in this region is the 11,000 acre Castle Crags State Park. From the operational missions of each of the Federal and State Agencies concerned with land use in the area surrounding Mt. Shasta, it can be readily observed that such missions provide for the preservation of open space in the strictest sense. Because of these circumstances, Mt. Shasta has a different ordering of priorities for the goals and policies for the preservation of open space than most urban areas.

I. Open Space Ratio

	1975	1985	1995
Population	2,510	3,220	4,000
(if policies are not followed) Open Space	245.7	245.7	245.7
Ratio Acres per/1000 population	98	76	61
(if policies are followed) Open Space	245.7	259.7	275.7
Ratio Acres per/1000 population	98	81	70

Being a part of Siskiyou County, the people of Mt. Shasta are in an environment that provides much accessible open land. It will remain the City's primary objective of Open Space Planning to preserve adequate open space for outdoor recreational facilities and to provide for the health and safety of its residents.

In spite of the anticipated population increase during the next 20 years, the open space within the incorporated city limits should be adequate to provide for the needed recreational facilities. The extensive open space of the unincorporated area surrounding the city should be capable for handling the other purposes of open space.

VIII. SAFETY ELEMENT

The responsibility of the local governments to provide for the safety of its citizens is becoming larger every day.

One of the first hazards the cities protected against was that of fire. These responsibilities have now been expanded to insure that the local governments take appropriate steps to protect its citizens from geologic hazards. The City can meet these responsibilities more effectively if safety considerations are included in the planning process.

A. Fire Hazards

The hazard that is most apparent to the citizens of Mt. Shasta is that of fire. Because of its mountainous environment, the City could be severly damaged by a major brush and timber fire causing substantial loss of property and possibly loss of life.

The entire planning area is served by the Mt. Shasta Fire Department. This department was formed in 1948. The only district fire station is located on Lake Street. There is a U.S. Forest Service Fire Station on West Alma Street. The City has a mutual aid agreement to handle large fires with McCloud, Dunsmuir and the U. S. Forest Service.

The City stores 1.2 million gallons of water in its auxilary storage tanks. That should be more than enough water to extinguish all but a major conflagration. In the event of a major conflagration, the City could expand its water system to include the 2.5 million gallon Kimberly Clark Reservoir south of the City.

a. Goals Related to Fire Hazards

It is the goal of Mt. Shasta to minimize the loss of property and life resulting from fire and to direct the growth and development of the City in such a manner that these losses can be minimized most efficiently.

b. Policies Relating to Fire

The following policies, if followed, will achieve the above goal.

1. To continue stringent enforcement of the Uniform Building Code.

2. The adoption and enforcement of a fire prevention code.

3. To continue the educational program of fire prevention for the public.

4. To maintain the mutual aid agreements with neighboring jurisdictions.

5. To encourage the use of fire prevention methods developed by the U.S. Forest Service and the State Division of Forestry in brush and timber areas.

B. Geologic Hazards

The detailed evaluation of geologic hazards within any jurisdiction requires a team of experts from many different fields of study with a great amount of technical expertise. These experts would have to spend much time collecting the needed information, and then it would require consolidation and analysis for them to prepare the ideal safety element. The City of Mt. Shasta does not have the necessary resources of information available to prepare such a document. Mt. Shasta's geologic hazards portion of the safety element has been prepared from available information, and it is the first step in achieving a document that will provide primary input to the land use, open space and circulation elements.

a. Seismic Hazards

There are no known active faults existing within the Mt. Shasta Planning Area. Because of this absence of known faults, the suscetibility to surface ruptures is assumed to be minimal.

The possibility of damage resulting from an earthquake originating from outside the planning area does present some potential dangers in the form of ground shaking. There are numerous faults to the west of the planning area in the Klamath Mountains, but none are considered to be active. There is a possible fault that runs north-south beneath Mount Shasta to the east of the City, and another possible fault that runs northwest-southeast from Cedar Lake to Yellow Butte. Both of these possible faults are covered by young lava flows. Investigation of activity along these and other possible faults in Northern California has been started by the University of California with the installation of a seismograph in a deep mine shaft near Whiskeytown Lake in Shasta County. There is no reason to believe that these faults are active or that they present any real seismic danger to the City of Mt. Shasta.

No shocks of magnitude greater than 4.0 on the Richter Scale are known within the planning area, and within the last 100 years no earthquake with an intensity of greater than IV on the modified Mercalli Scale has been felt. However, on the Siesmic Risk Map used in the Uniform Building Code and published in the Earthquake Information Bulletin, Mt. Shasta's planning area is in a zone that can expect "moderate earthquake damage." These are presently the most sophisticated maps available for the assessment of seismic risk in this area. These maps are based on historical seismic data, information on active faults and probability of intensity.

Stability of soil during an earthquake is determined by three primary factors: 1) slope, 2) composition of soil, 3) intensity of earthquake. The first two of these factors may be known before the earthquake. The third will remain an unknown for the sake of evaluating soil stability. In our planning area we know or can easily obtain the slope of all soils, but we have very little detailed information about the soil composition. We must have more information about our soils to make better assessments of hazards created by unstable soils.

The potential danger of seismically-triggered landslides or loss of soil stability is assumed minor because of the following reasons: 1) more than 80% of all development is on a slope of 10% or less, 2) there are no public buildings on a slope of more than 10%, 3) there is no development on a slope of more than 25%, 4) there are no slopes within the planning area of greater than 50% except on the extremities, at the foot of the Klamath and Cascade Mountains.

b. Volcanic Hazards

The City of Mt. Shasta is in a region of recent volcanic activity. It is believed that Shastina, the western flank of Mount Shasta, was created about 200-250 years ago. The City of Mt. Shasta realizes that potential volcanic hazards do exist. The two most recognizable are mud flows and hot avalanches. Very little volcanic activity is necessary to create mud flows. The hot avalanches usually require a substantial eruption to begin. Geologic information indicates that both of these activities took place in the recent volcanic history of the area. The lavas of the hot avalanches can flow very rapidly, and it was this type of activity that destroyed Pompeii in Italy, and the town of St. Peirre on Martinique on the West Indies. If either of these potential hazards becomes an actual disaster there would probably be enough warning signals in the form of lesser eruptions to allow an orderly evacuation with the implementation of the Emergency Service Operation Plan.

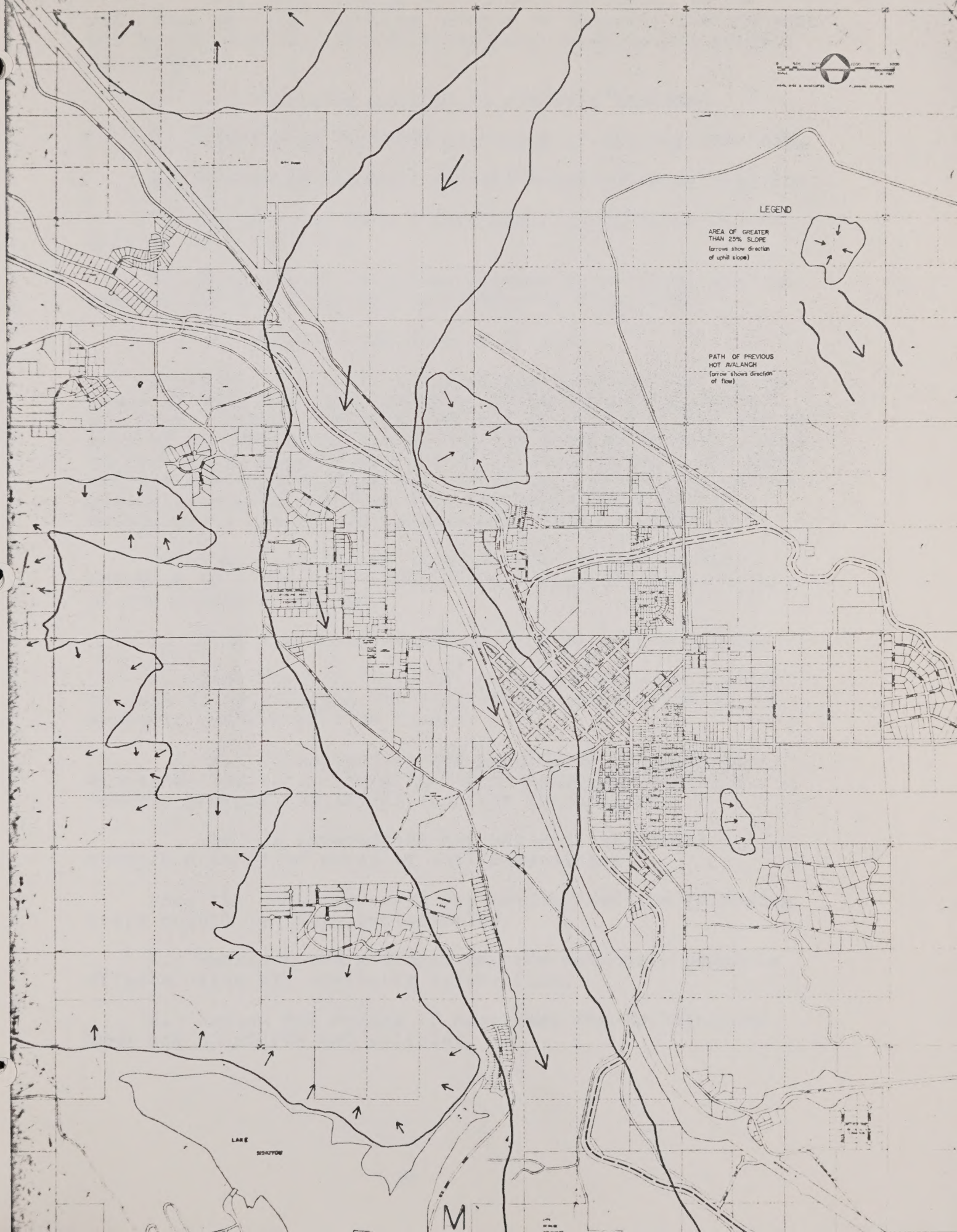
Volcanically induced mud flows may be triggered by a small amount of volcanic activity. The mud flows generally move at a slow pace. These potential mud flows present a greater threat to loss of property than to loss of life.

c. Areas of Special Consideration

A map on page M shows areas in which considerable geologic investigation should be conducted before any development is allowed. The areas shown are ones of a slope greater than 25%. Also depicted is the possible path of a previous hot avalanch originating from Shastina. These are the first areas that should be geologically investigated.

CITY OF MT. SHASTA & VICINITY

AREAS OF SPECIAL CONSIDERATION



d. Goal related to geologic hazards: To reduce loss of life, injuries, damage to property and economic and social dislocation resulting from volcanic and seismic activity.

e. Policies related to geologic hazards

1. Discourage building on slopes of greater than 25%.

2. Encourage geologic investigation of major projects.

3. Enforce the zone 2 earthquake regulations of the Uniform Building Code.

4. Maintain an emergency service operational plan to provide for all types and severities of disasters.

f. Recommended Plan of Action

There are two basic types of actions that need to be taken if the above goal is going to be achieved. First are those actions that are required to make a better assessment of the geologic hazards and the interim actions needed to provide reasonable protection to the public. Once these actions are completed we can refine our assessments of the geologic hazards and then take the appropriate action necessary to protect the people and their property.

Below are listed the actions that can and must be followed to protect the public and refine the assessments of the geologic hazards.

1. Review and revise the emergency operation plan.

2. Continue to gather all available data that could be used to help refine the preliminary assessments of the geologic hazards of this region.

a. Investigation and mapping of topographic elements that might serve to direct eruptive materials towards present and future areas of development.

b. To investigate and map soil stability through a detailed study of soil composition.

Once the necessary data are accumulated the following steps should be taken periodically.

1. Reassess the geologic hazards and their possible effects using all available information.

2. Review and revise if necessary the building and land use standards and policies.

C. Acceptable Risk

Acceptable risk is defined as "the level of risk below which no specific action by local government is deemed to be necessary." Once the policies in this element are implemented, any risk incurred is considered to be an acceptable risk.

The Safety Element may take time before it achieves its final goals because it is going to take considerable geologic investigation to collect the necessary information. The City of Mt. Shasta does not have the resources available to do the job alone. It is going to require technical assistance from State and Federal Agencies. Each iteration of this element should improve the quality of building and land use policies providing for a reduction of life and damage to property resulting from fire and geologic hazards.

IX. NOISE ELEMENT

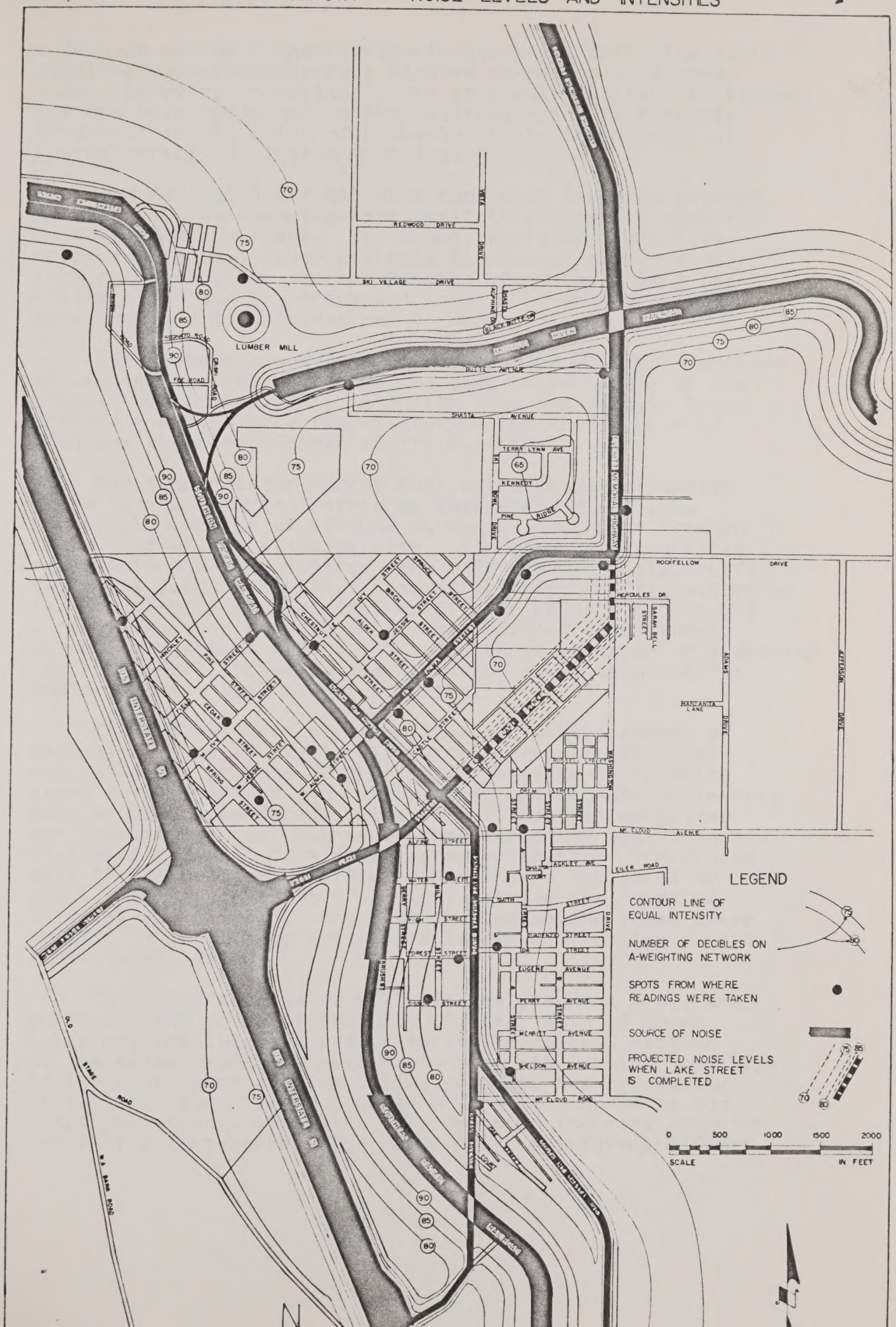
The California State Legislature has declared it to be State Policy to "take all neceaasry action to provide the people of the State with freedom from excessive noise." By this action it has become the City's responsibility to take appropriate action to provide its residents with the freedom from excessive noise. The first action the city is taking is the development of this Noise Element, as part of its General Plan. This element will identify present noise sources and intensities of those sources. It will also identify possible future noise sources that will be created by urban growth. The noise element establishes noise level standards for land uses, policy statement and recommended actions necessary to provide its residents with freedom from excessive noise.

A. Present Noise Sources

The City of Mt. Shasta has four primary sources of noise that could create excessive noise within the planning area. They are the railroad, freeway traffic, local traffic and the lumber mills. The noise level contour map on page N shows the measured intensities of these sources. The sound level readings were taken with a standard sound level meter using the A-weighting network during June and July 1973.

The Southern Pacific Railroad runs northwest-southeast through the center of the planning area. There is three miles of Southern Pacific mainline tracks within the city limits. Each train that passes through the city sounds its whistle five times because of the five street-railroad track intersections. The frequency of a passing Southern Pacific train averages out to about one train an hour during

CITY OF MT. SHASTA – NOISE LEVELS AND INTENSITIES



a 24 hour period. The average length train traveling north requires approximately four minutes to pass a stationary point, however, traveling south it requires only two minutes. Any one point adjacent to the railroad track is directly subjected to the noise of a passing train for a total of approximately 72 minutes each day.

The McCloud River Railroad runs west from the eastern boundary of the planning area until it intersects with the Southern Pacific track. The sound levels are much lower along the McCloud River Railroad because of slower speeds, less frequency, and shorter lengths of trains. Only two trains a day use the track and a train never consists of more than two locomotives and 25 cars.

The contour lines established from sound level readings of passing trains represents the peak noise levels of the trains locomotives. The intensity from the passing locomotives was much more representative for the purpose of land use planning because of its duration.

The second major source that could create excessive noise is the through traffic on Interstate 5 (I5). An eight mile section of I5 runs northwest-southeast through the center of the planning area. Approximately two miles are within the City Limits. The 1972 average daily traffic (ADT) was 9,600 vehicles. Commercial truck traffic accounted for about 17.5% of the total traffic or about 1,680 trucks a day. The peak sound levels were recorded from diesel powered commercial trucks. The length of duration of a passing truck is short, however, its frequency makes this traffic route a substantial source of noise.

The third source of noise that could be a source of excessive noise is the local traffic along the arterial and collector streets of the City. The streets on which sound level readings were taken were: Mt. Shasta Boulevard, Ream Avenue, Lake Street, Alma Street, Rockfellow Drive, and Everitt Memorial Highway. Once again the peak intensities were recorded from diesel powered trucks. The trucks were 3% of the local traffic on Mt. Shasta Boulevard or about one truck every 5.5 minutes, between the hours of 8:00A.M. and 6:00P.M. The contribution to the local truck traffic by the lumber industry's lumber and logging trucks was substantial.

There are two lumber mills in the planning area, one north and one south of the City Limits. Both of these mills are possible sources of excessive noise. Neither of the mills presently have a planeing mill, which normally is the major source of excessive noise in the processing of lumber. The mill just north of the city operates one shift year-round, while the mill south of the city operates two shifts year-round. The noise contour interval differs

between the two mills because the mill north of the city uses different debarking equiptment, ones that are much noisier. The five year plan for the mill south of town does include the possibility of a new planeing mill.

The City could undergo substantial growth within the next twenty years. Much of this growth will probably be due to the area's growing attraction as a year-round recreational site. The four major sources of excessive noise will remain as the primary sources of noise in the future. The frequency and duration of the noise will increase, but the intensity should not increase. Growth of the residential section of the planning area will require primarily the addition of local streets to the present system of collectors and arterial streets. No mass transit system will be feasible in the forseeable future. Possibly a small "personalized" mass transit system will become a reality such as taxis or jitney service.

B. GOALS

1. TO INSURE THAT THE MAXIMUM SOUND LEVEL STANDARDS FOR LAND USE ARE MET AND THAT ALL UNNECESSARY, EXCESSIVE, AND ANNOYING NOISES ARE MINIMIZED.

2. TO INSURE THAT THE COMMUNITY RETAINS ITS CHARACTER AS A QUIET COMMUNITY, WHILE NOT IMPEDING THE ECONOMIC VIABILITY OF THE COMMUNITY.

3. TO INSURE THAT THE GENERAL CITZENARY KNOWS OF THE ADVERSE EFFECTS OF NOISE AND THE METHODS HE MAY USE TO LESSEN THEM.

C. Policy: The City of Mt. Shasta shall, whenever possible, take measures to mitigate adverse effects of noise, or prevent increases in noise levels, where such would be incompatible with existing or planned land uses or to adjust the land use pattern in relation to the noise source.

D. Noise Level Standards

The maximum measured sound levels that should be present for land usage at different times of the day are listed below. These levels should not be exceeded more than 5% of the time, based on an hourly measurement.

USES	7:00A.M.-7:00P.M.	7:00P.M.-7:00A.M.
R1	55dBA	50dBA
R2	55	50
R3	55	50
R4	60	55
C1	60	55
C2	70	65
CM	80	80
Open Space	55	50
Health Care Services	50	45

These standards are to be used as a Guideline for land use planning. With good planning these standards can be met more effeciently.

Certain cources of actions are necessary, if we are to achieve the objectives of this element.

E. Recommended Plans of Action

1. Passage and enforcement of a noise ordinance that prohibits the emission or creation of noise according to the above chart.

2. The strict enforcement of all state laws that prohibit excessive noise emission from motor vehicles.

3. Street and highway design that minimizes railroad and street intersections.

4. The education and encouragement to the public of what they can do to help minimize adverse effects of noise.

X. USING THE PLAN

This General Plan is intended as a workable guide for the future growth and development of the City of Mt. Shasta and the surrounding planning area, and is in accordance with the goals and purposes set forth at the beginning. Residents and investors of the area need to know what may be anticipated in future development, and this General Plan shows the course development is proposed to take. The Planning Commission and City Council can use the plan to weigh the merits and advantages of proposals submitted for consideration.

By itself this General Plan is not regulatory in nature. It will be adopted by resolutions of the Planning Commission and City Council, and it is an expression of opinion of the community as to its future course. The City will utilize zoning, subdivision, and plan line ordinances as precise regulations to direct the growth

of the City in the path indicated by the General Plan. Since the General Plan is designed to meet the challenge of the next two decades, all of its proposals cannot become reality overnight. Strong community support is necessary to achieve the goals set forth within the plan. Certainly no plan may be adopted for an extended period in the future without provision for modification. It is an obligation of the Planning Commission to periodically review the plan and determine whether or not it meets the realities of the current time. Changes occurring at all times in the future may impinge upon the plan and require that modification be made. Certainly in the course of a five-year future period, some change may be in order and the plan should be modified accordingly. However, extensive continuing modifications of the plan would result in its loss of stability and since it is adopted as a guide, some permanency must be inherent in the adopted plan.

APPENDIX A

ENVIRONMENTAL IMPACT REPORT

for

Mt. Shasta General Plan

INTRODUCTION

Because of the structure of the General Plan, it would be inappropriate to have an environmental impact report that addresses all general plan elements with the same level of specificity. The elements of the Mt. Shasta General Plan that will be used most often are the Land Use and Circulation elements. The City has used the other five elements (Housing, Conservation, Open Space, Safety, Noise) as primary sources of input for the Land Use and Circulation elements.

The State of California, by adding the requirement that general plans contain open space and conservation elements, has attempted to ensure that environmental factors will be given equal consideration along with economic and social factors when planning for the future. When the State required the noise and safety elements added to the general plan it became the City's responsibility to ensure that proper considerations were given, during the planning process, to protecting its residents and their property from unwarranted damage resulting from excessive noise and natural disasters such as floods, fires and seismic disasters. With the addition of the housing element to the general plan, one of the countries most pressing social problems is being addressed at the planning stage.

With the input of the five additional elements the balancing of economic, social and environmental factors should manifest itself in the land use and circulation elements. If an environmental impact report addressed each element with the same level of specificity, the total environmental impact for the entire general plan could be very misleading because of the environmental orientation of the open space and conservation elements, and because of the normal environmental relationship of the safety and noise elements. The majority of the growth and development decisions will be based upon the land use and circulation elements therefore: these elements must show the ability to adaquately protect the environment. The following environmental impact report was prepaired primarily to analyze the ability of the Mt. Shasta Land Use and Circulation elements to protect the environment. The environmental impact statement should prove to be more meaningful.

ENVIRONMENTAL IMPACT REPORT

I. Description of project.

The General Plan for the City of Mt. Shasts is a long range guide for the development and growth of the City and its surrounding area. The plan designates gennerally the location and extent for differing land uses.

A) Location of project.

The area covered by the General Plan is about 30 square miles and includes lands within the City of Mt. Shasta plus the surrounding unincorporated area. Generally the planning area is bounded on the west by the steeper terain forming the west side of the valley. This boundary also defines the limits of the timberland from the valley's agricultural lands. Similarly to the east, but less sharply defined, the boundary of the planning area defines the limits of urban growth from the timberlands extending toward Mount Shasta. The north limits of the area generally is the divide that seperates the water sheds of the Sacramento and Klamath (Shasta branch) Rivers. The south boundary of the area being the northerly extent of the influence of the City of Dunsmuir.

B) Statement of objectives.

It is the objective of the City of Mt. Shasta to balance economic, social and environmental factors so as to provide guidlines upon which future development and growth decisions can be based to insure that growth is oderly and includes an apporiate mixture of land uses to satisify the 1995 needs.

C) Project characteristics.

The project consists of a text and suplementary data such as maps and charts. The plan contains goals and policies that can be used when considering growth or development decisions. The plan also contains recommended actions to be taken to enhance the possibility of achieving the stated goals.

II. Environmental setting.

A) Local setting.

The Mt. Shasta Planning Area lies at the southern base of the 14,161 foot volcanic mountian from which the City's name was so approiately taken. The mountian dominates the entire region, and for much of the year snow covers that portion of the peak above 8,000 feet and several glaciers cling year round to the mountian. The majestic mountian exemplifies the natural environment that surrounds the urban development. Fish and game abound with the upper reaches of the Sacramento River below Lake Siskiyou being noted for

their excellent trout fishing.

More than 10,000 feet below the mountian's peak the major porition of the area's 4000 plus residents reside within the incorporated city limits, which is in the eastern porition of the planning area. The western proition is the site of low density residential use with associated agricultural uses. In this area also is limited agriculture which mainly consists of raising beef cattle and the pasture and hay crops required to support the cattle.

Most of the area's economy is directly dependant upon the area's natural resources. The major industry and economic activity is the lumber industry which processes the raw timber of the surrounding area. The fastest growing economic activity is the year round recreational and tourists industry which are dependant on the outstanding scenic qualities and the natural resources of the area.

B) Regional setting.

The Mt. Shasta Planning Area lies approximately 50 miles north of the northern most tip of the Sacramento Valley in southern Siskiyou County. The planning area is in an environment which has much open land that is readily accessible to the public. In the County 63% of the land is in public ownership of which more than 99% of that public land belongs to the federal government. A total of 2,320,463 acres are designated as National Forest Land, which is under permanent management for multiple use: timber, watershed, recreation, game management, grazing and environmental preservation being principal objectives of such multiple use managemant. National Park Lands in the county provide recreation lands, principally devoted to historic and geologic feature contained in the Lava Beds National Monument. Bureau of Reclamation Lands are agricultural in nature. The public domain lands of the Bureau of Land Management are principally open space lands consisting of woodlands and grazing lands, timber culture lands, recreation lands and game management lands. Among other agencies are the U. S. Fish and Wildlife Service and the California Department of Fish and Game, which not only operates lands of other agencies for proper managemant of wildlife resources, but provides hunting areas and protected areas where game population can be resotred.

III. Environmental impact.

A) Environmental impact of proposed project.

The General Plan will have no direct effect upon the environment, however, it will have many secondary effects. When considering secondary effects many "If's" are involved. The environmental impact of the General Plan of Mt. Shasta has been estimated assuming that the growth within the 20 years will be reasonably close to the projected growth, and that the land will be used as depicted in the land use element.

The policies of the land use element shows an important concept of developing the present urban area more fully before

encouraging the urbanization of the undeveloped land surrounding the City. One enhearent long term danger in this concept would be the total urbanization resulting in inadaquate open space within the City. It has been shown in the open space element that adaquate open space does exist or can be preserved if the policies of the element are followed.

The secondary environmental effects that will result form the General Plan will be simular to thoes effects normally associated with urban development. The percise extent of thoes effects can not be projected until a proposed plan of development is presented. When any land is developed for urban use the natural environmental will always be altered. The policies and proposals contained in the plan have been sleeted because they should minimize the environmental cost while maintaining the desired urban environment.

B) Alternatives.

The concept of developing the present urban area more fully is the best possible way to protect the total environment of the entire planning area while allowing for reasonable growth in the future. Within the incorporated city limits there is little or no known agricultural land, prime timber land, important or outstanding scenic land, land of acheaological importance, also there is no known rare or endangered species of plants or wildlife. If the policy alternative of letting the undeveloped land surrounding the urban area harbor the future growth was followed it is most apparent that, both in the short and long term, the environmental costs would be much higher. The cost of providing the necessary services would also be much higher.

The land use plan also contains recommended development and density standards. The apparent alternatives would be to raise or lower the standards to adaquately protect the area's environment. The standards have not been lowered to lessen the adverse environmental impacts associated with developing a pictual area because to do so would require using more land to handle the projected growth there by causing an uneeded expansion of the urban area. To raise the standards, there by lessing the total land required for developing, it could compact the urban area to the extent that it could cause undesireable social impacts, in an environment in which social problems due to overcrowding should never exist.

C) Adverse environmental effects which connot be avoided be avoided and irreversiable environmental changes when the plan is is implemented.

If man is going to develope and use land, then there is going to be adverse environmental effects. The standards in general plan have been established with full understanding that an environmental price must be paid when land is developed. The standards and land uses of the plan represent what is considered

to be by the citizens of Mt. Shasta, a balance of the economic, social and environmental factors, ensuring a peacful and productive coexistance between the environment and the area's residents both present and future.

D) Mitigation masures proposed to minmize the impact.

This porition of the environmental analysis can be more meaningful when considering a specific project prior to implementation. The general plan is the mitigation masure that will lessen the adverse environmental impacts created by urban growth. Mitigation masures should be examened prior to project implemention. The reason for this is because mitigation masures can change.

E) Growth inducing impact.

The general plan will not induce growth but will serve to direct it. There is no mention of growth limitations because there are insufficiant data to justify growth limitations at this time. The plan has provided areas for expansion of all types of land uses which will allow for reasonable growth of the community. It has been shown in the plan that the expected growth in the next 20 years can be abosorded within the urban area and should cause a minimial adverse environmental impact if the plan's policies are followed.

INFORMATION FOR PUBLIC MEETING

DATE: Feb. 26, 1974

TIME: 7:30 P.M.

PLACE: City Council Chambers, City Hall

PURPOSE: To present the proposed admendments and additions of the City's General Plan to the public so that they can comment and provide meaningful input at the Public Hearing that will be held by the City Planning Commission on March 19, 1974.

FORMAT: Elements to be presented are the revised Land Use Plan and the Circulation Element. The new elements to be presented are the Housing, Open Space, Conservation, Safety, and Noise Elements.
The purpose of each element along with a summary of its goals, policies, recommendations and maps will be presented.
After the presentation, there will be a question and answer session. Any comments or suggestions will be greatly appreciated.

There will be three (3) copies of the proposed General Plan Text for public review at the City Library. The maps can be viewed at the City Hall during its normal hours.

NOTICE

OF

PUBLIC MEETING

DATE: February 26, 1974

TIME: 7:30 P.M.

PLACE: City Council Chambers, City Hall

PURPOSE: To present the proposed amendments and additions of the City's General Plan to the public so that they can comment and provide meaningful input at the Public Hearing that will be held by the City Planning Commission on March 19, 1974.

FORMAT: Elements to be presented are the revised Land Use Plan and the Circulation Element. The new elements to be presented are the Housing, Open Space, Conservation, Safety, and Noise Elements.
The purpose of each element along with a summary of its goals, policies, recommendations and maps will be presented.
After the presentation, there will be a question and answer session. Any comments or suggestions will be greatly appreciated.

There will be copies of the proposed General Plan Text for public review at the City Library. The maps can be viewed at the City Hall during its normal hours.

YEAR-AROUND RECREATIONAL CENTER

CITY OF MT. SHASTA

Council Meets Second and Fourth Friday in Each Month

MOUNT SHASTA, CALIFORNIA

MOUNT SHASTA PLANNING COMMISSION

P. O. BOX 535

February 20, 1974

Siskiyou County Board of Supervisors
Courthouse
Yreka, California 96097

Dear Sirs:

This is to inform you that on the evening of February 26, 1974 at 7:30 P.M., in the City Council Chambers, City Hall of Mt. Shasta, I will be presenting the proposed amendments and additions of the General Plan to the public.

This will be a public meeting, not a public hearing. You or a representative of your agency may wish to be present. This ia an informative meeting in hopes that the Public Hearing will be more profitable. The City Planning Commission will be holding a Public Hearing on March 19, 1974.

Enclosed is a copy of the proposed General Plan. The maps may be viewed at City Hall during normal operating hours.

Sincerely,

Pat Fleming

Pat Fleming
Planning Intern

cc: LAFCO
Mt. Shasta Recreation District
Siskiyou County Planning Commission
Mt. Shasta Elementary School District
Mt. Shasta High School
U.S. Forest Service